

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF NORMANDY PARK, King County, Washington, establishing a Planned Action for the Manhattan Village Subarea Plan (hereafter MVSP) pursuant to the State Environmental Policy Act (SEPA) – RCW 43.21C.031

WHEREAS, the State Environmental Policy Act (SEPA) and its implementing regulations provide for the integration of environmental review with land use planning and project review through designation of “Planned Actions” by jurisdictions planning under the Growth Management Act (GMA), RCW 36.70A; and

WHEREAS, the City of Normandy Park has adopted a 2004 comprehensive complying with the GMA; and

WHEREAS, the City has conducted a thorough review of the development anticipated within the MVSP, prepared and adopted an integrated EIS under SEPA, Chapter 43.21C RCW, for which impacts of anticipated development of the MVSP consistent with the subarea plan have been adequately considered and mitigation measures identified; and

WHEREAS, the Draft EIS was issued on March 2, 2012 and subject to a 30-day comment period; and

WHEREAS, the final EIS was issued on May 2, 2012 and no 7-day waiting period is required; and

WHEREAS, the City has adopted development regulations which help protect the environment, and has adopted zoning regulations specific to the MVSP which guides the amount, location, form and quality of the desired development; and

WHEREAS, designation of a project as a planned action streamlines subsequent review of the project by eliminating the need for preparation of a threshold determination or Environmental Impact Statement (EIS) and thereby encourages desired growth and economic development; and

WHEREAS the Normandy Park Planning Commission held a public hearing on April 23, 2012 regarding the proposed Planned Action; and

Whereas, the Manhattan Village study area as defined in the MVSP adopted on May XX, XXXX is an appropriate location for the designation of a Planned Action.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF NORMANDY PARK, KING COUNTY, WASHINGTON, DOES HEREBY ADOPT THE FOLLOWING CHANGES TO CHAPTER 18 OF THE NORMANDY PARK MUNICIPAL CODE:

Normandy Park Municipal Code

Chapter 18.90

NORMANDY PARK MANHATTAN VILLAGE SUBAREA PLAN PLANNED ACTION ORDINANCE (PAO)

Sections:

- 18.90.010 Purpose of the Manhattan Village Subarea Plan PAO
- 18.90.020 Findings
- 18.90.030 Procedures and Criteria for Evaluating and Determining Projects as Planned Actions
- 18.90.040 Monitoring and Review
- 18.90.050 Conflict
- 18.90.060 Severability
- 08.90.070 Effective Date
- 08.90.080 Expiration Date

18.90.010 Purpose of the Manhattan Village Subarea Plan PAO

The City of Normandy Park declares that the purpose of this ordinance is to:

- (1) Combine analysis of environmental impacts with the City's development of plans and regulations;
- (2) Set forth a procedure designating certain projects within the boundaries of the geographic area described in the MVSP as "Planned Actions" consistent with state law 43.21C.031 RCW;
- (3) Streamline and expedite the land use permit review process for projects which qualify as planned actions within the MVSP by relying on the EIS completed for the MVSP;
- (4) Apply the City's development regulations together with the mitigation measures described in the EIS and this Ordinance to ensure that projects designated as planned actions are appropriately mitigated and conditioned so that no adverse impacts to the environment will occur as a result of development approval; and
- (5) Provide the public with information about Planned Actions and how the City will process applications for implementing projects.

18.90.020 Findings

The City of Normandy Park finds as follows:

- (1) Normandy Park is subject to the requirements of the GMA, is located within an Urban Growth Area, and has an adopted comprehensive plan in compliance with the GMA;
- (2) The MVSP and EIS is consistent with the Normandy Park Comprehensive Plan and has been prepared and adopted under the provisions of the GMA and SEPA;
- (3) The MVSP and EIS identified and addressed all significant environmental impacts associated with land uses as described in the subarea plan;
- (4) The thresholds described in the MVSP and EIS are adequate to identify significant adverse environmental impacts;
- (5) The mitigation measures contained in Exhibit B of this Ordinance, together with applicable City development standards, are adequate to mitigate the significant adverse environmental impacts anticipated by the MVSP;

- (6) The expedited permit review process, as set forth in this Ordinance, will benefit the public, adequately protect the environment, and enhance the economic redevelopment of the Manhattan Village subarea;
- (7) Opportunities for public involvement and review have been provided, and comments considered as part of the preparation of the Draft and Final Environmental Impact Statement;
- (8) The uses allowed by the City’s development regulations in the zoning classifications in the MVSP subareas will implement the MVSP;
- (9) The MVSP Planned Action is not an essential public facility as defined by Chapter 36.70A.200 (1) RCW.
- (10) This ordinance shall be known as the “Normandy Park Manhattan Village Subarea Plan Planned Action Ordinance.”

18.90.030 Procedures and Criteria for Evaluating and Determining Projects as Planned Actions

- (1) The Planned Action designation shall apply to the approximately 41 acres of the City of Normandy Park’s Manhattan Village Subarea, shown in the shaded areas of Exhibit A and shall be known as the Planned Action Site. Generally, this includes parcels bounded on the east by 1st Ave S (SR 509), on the west by 2nd Ave S, on the north by SE 178th Street, and on the south by SW 186th Street.
- (2) A Planned Action designation for a site-specific project application shall be based on the environmental analysis contained in the Manhattan Village Subarea Plan and EIS completed by the City. The MVSP and EIS, including potential mitigation measures are incorporated into this ordinance and adopted by reference and shall along with adopted City regulations, provide the framework for the decision by the City to impose conditions on qualifying planned action projects.
- (3) To qualify for a Planned Action designation a project application must meet the following thresholds:
 - (a) Be wholly within the Planned Action Site, as defined in subsection a above;
 - (b) The zoning district of the property for which a project is proposed is the same district analyzed in the MVSP and EIS;
 - (c) The following uses are the primary uses analyzed in the MVSP and EIS:
 - (i) Retail
 - (ii) Office
 - (iii) Residential
 - (d) *Land Uses* - The Planned Action designation applies to future development proposals that cumulatively do not exceed the amount anticipated in the MVSP and EIS, as shown in the table below:
 - (i) Manhattan Village Development Table

Land Use	Cumulative Development Amount	Net Increase
Manhattan Village NC		

Comment [CNB1]: Doug, the City can adjust these to a lower threshold without additional environmental review.

zone		
Retail	130,00 sf	40,000 sf
Office	60,000 sf	20,000 sf
Total non-residential	190,000 sf	60,000 sf
Residential	202 units	202 units
Study Area Other Zones		
Retail	0 sf	0 sf
Office	0 sf	0 sf
Residential (multifamily)	595 units	272 units
Residential (cottage style)	36 units	36 units

- (ii) Shifting the total build-out of the development among uses may be permitted so long as the total build-out does not exceed the aggregate amount of development and trip generation thresholds reviewed in the MVSP and EIS and so long as the impacts of have been identified and mitigated in Exhibit B;
- (e) *Building Height* - The Planned Action designation applies to future development proposals whose building height does not exceed those anticipated in the MVSP and EIS, as shown in the table below:

Building Height Table

Character Area	Building Height
CA1	6 stories or 75 ft*
CA2	No change – follow NPMC
CA3	4 stories or 45 ft
CA4	No change – follow NPMC
CA5	No change – follow NPMC
*Allowable height in CA1 reduced to 45 feet for structures erected in more than 150 feet from 1 st Avenue South.	

Comment [CNB2]: Doug, same comment as above; these can be adjusted down without further review.

- (f) *Transportation* – The Planned Action designation applies to future development proposals that cumulatively do not exceed the range of new PM Peak Hour vehicle trips anticipated in the MVSP and EIS, as shown in the table below:

Number of PM Peak Hour Trips Table

Land Use	Cumulative PM Peak Hour Trips	Net Increase, PM Peak Hour Trips
Manhattan Village NC Zone	545	110
Study Area Remainder	609	199
Total Trips	1154	309

- (i) Each planned action project application shall submit a Transportation Impact Analysis (TIA) report completed by a licensed traffic engineer. The TIA shall include at a minimum: a calculation of cumulative PM peak hour automobile trip generation and distribution; an assessment of whether overall trip generation will remain within the PM peak trips for the MVSP and EIS; an indication of intersections impacted by 10 or more additional PM peak trips; a safety analysis of any proposed site access driveways; and a review on site pedestrian, bicycle and vehicle circulation safety.
- (ii) The City shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) General Manual (latest ed.) for each Planned Action project permit application proposed under this ordinance.
- (iii) Planned action project proposals shall pay an environmental mitigation fee to participate in and pay a proportionate share of off-site improvements as provided in Exhibit B and the City's Comprehensive Plan, in order to mitigate transportation related impacts.

- (g) A proposed project that would result in a significant change in the type or degree of impacts to any of the elements analyzed in the MVSP and EIS, as determined by the SEPA Responsible Official, shall not qualify as a Planned Action.
- (h) Should environmental conditions change significantly from those analyzed in the MVSP and EIS, the SEPA Responsible Official may determine that the Planned Action designation is no longer applicable until supplemental environmental review is conducted.

(2) Planned Action Review Criteria

- (a) Upon receipt of a complete application under the provisions of NPMC 14.05, the City's SEPA Responsible Official is authorized to designate a project as a Planned Action, pursuant to Chapter 43.21C.031 RCW, if it meets the following conditions:
 - (i) The project is not otherwise except from SEPA;
 - (ii) The project is consistent the MVSP and EIS and the City of Normandy Park Comprehensive Plan adopted under Chapter 36.70A RCW;
 - (iii) The project has had its significant adverse environmental impacts adequately identified and addressed in the MVSP and EIS;
 - (iv) The project's significantly adverse impacts have been mitigated through the application of the mitigation measures detailed in Exhibit B; as well as, other city, state, and/or federal regulations;
 - (v) The project complies with all applicable city, county, state and federal regulations, and where appropriate, the project complies with needed variances, modifications, or other needed permits. and conditions;
 - (vi) The project falls within the Planned Action qualifications identified in 18.90.030(C) of this ordinance;
 - (vii) The project is not an essential public facility as defined in Chapter 36.70A.200 RCW.

Comment [CNB3]: Doug, here is the draft language that allows the city to collect transportation improvement fees, while allowing the use of a planned action. In part, the idea behind this is that IF a developer does not want to use the PAO , they would be subject to the standard SEPA review.

- (b) The City shall base its decision to designate a project a planned action through review of an environmental checklist or other project review form as specified in WAC 197-11-315, and the review of the application and supporting documentation;
 - (c) A project that meets the criteria of this section shall be considered to qualify and be designated as a planned action, consistent with the requirements of RCW 43.21.C.030, WAC 197-11-164, and this ordinance;
- (3) Effect of Planned Action
- (a) A project that meets the criteria and qualifications for a Planned Action as identified in this ordinance shall not require a SEPA threshold determination, preparation of an EIS, SEPA appeal, or any additional review pursuant to SEPA;
 - (b) Being designated a Planned Action means that the proposed project has been reviewed in accordance with this ordinance and found to be consistent with its development parameters and thresholds, and the MVSP and EIS; and
 - (c) While a Planned Action will not be subject to further procedural review under SEPA, in order to qualify as planned actions, these projects will have incorporated mitigating measures identified in Exhibit B, which are designed to mitigate environmental impacts resulting from the project proposal. Additionally, Planned Action projects will be subject to applicable City, state and federal regulatory requirements. The Planned Action designation shall not exempt a project from meeting the City's code and ordinance requirements apart from the SEPA process.
- (4) Planned Action Permit Process and Approval
- (a) Applications for planned actions shall be reviewed pursuant to the following process:
 - (i) Development applications shall meet all applicable requirements of the Normandy Park Municipal Code (NPMC).
 - (ii) Applications for planned actions shall be made on forms provided by the City and shall include a SEPA checklist, or approved Planned Action checklist.
 - (iii) The City's building official shall determine whether the application is complete as provided in NPMC 14.05.
 - (iv) After the City receives a complete application, the Responsible SEPA Official shall determine, using the criteria and procedures in this ordinance, if the project qualifies as a Planned Action. If the project does qualify as a Planned Action, the Responsible SEPA Official shall notify the applicant, and the project shall proceed in accordance with the applicable permit review procedures specified in NPMC 14.05 except that no SEPA threshold determination, EIS or additional SEPA review shall be required.
 - (v) For projects that qualify as Planned Actions, public notice shall be provided consistent with the underlying permit. If notice is required for the underlying permit, the notice shall state that the project has qualified as a Planned Action. If notice is not required for the underlying permit, no special notice is required by this ordinance.
 - (vi) The decision of the building official regarding qualification as a Planned Action shall be final

- (vii) If a project does not qualify as a Planned Action, the Responsible SEPA Official shall notify the applicant. The notice shall describe the elements of the application that result in failure to qualify as a Planned Action. The notice shall also prescribe a SEPA review procedure consistent with the City's SEPA regulations and the requirements of state law.
- (viii) Projects that fail to qualify as Planned Actions may incorporate or otherwise use relevant elements of the MVSP and EIS or other relevant environmental review documents, to meet SEPA requirements. The Responsible SEPA Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the MVSP and EIS.

18.90.040 Monitoring and Review

- (1) The City shall monitor the progress of development in the designated Planned Action Area to ensure that development is consistent with the assumptions of this ordinance and the MVSP and EIS. Development shall be monitored regarding the type and amount of development, the associated impacts of that development, and the adequacy of the mitigation measures identified in this ordinance and the MVSP and EIS. The MVSP includes a monitoring system designed to aid the City in proper tracking of the build-out of the MVSP.
- (2) This Planned Action Ordinance shall be reviewed no later than 5 years from its effective date to determine the continuing relevance of its assumptions and findings with respect to environmental conditions in the Planned Action Area, the impacts of development, and required mitigation measures. The City, based upon this review, may propose amendments to this ordinance and/or may supplement or revise the MVSP and EIS.

18.90.050 Conflict

In the event of a conflict between this Ordinance or any mitigation measure imposed thereto, and any ordinance or regulation of the City, the provisions of this ordinance shall control.

18.90.060 Severability

Should any section, subsection, paragraph, sentence, clause or phrase of this Ordinance or its application be declared to be unconstitutional or invalid by a court of competent jurisdiction, such decision shall not affect the constitutionality or validity of the remaining portions of this ordinance or its application to any other person or situation.

18.90.070 Effective Date

This ordinance shall take affect **XXXX (X) days** after its passage, approval and publication as provided by law.

18.90.080 Expiration Date

This ordinance shall expire twenty (20) years from the date of adoption unless otherwise repealed or readopted following a public hearing.

Add signature template here

Exhibit A – Planned Action Area

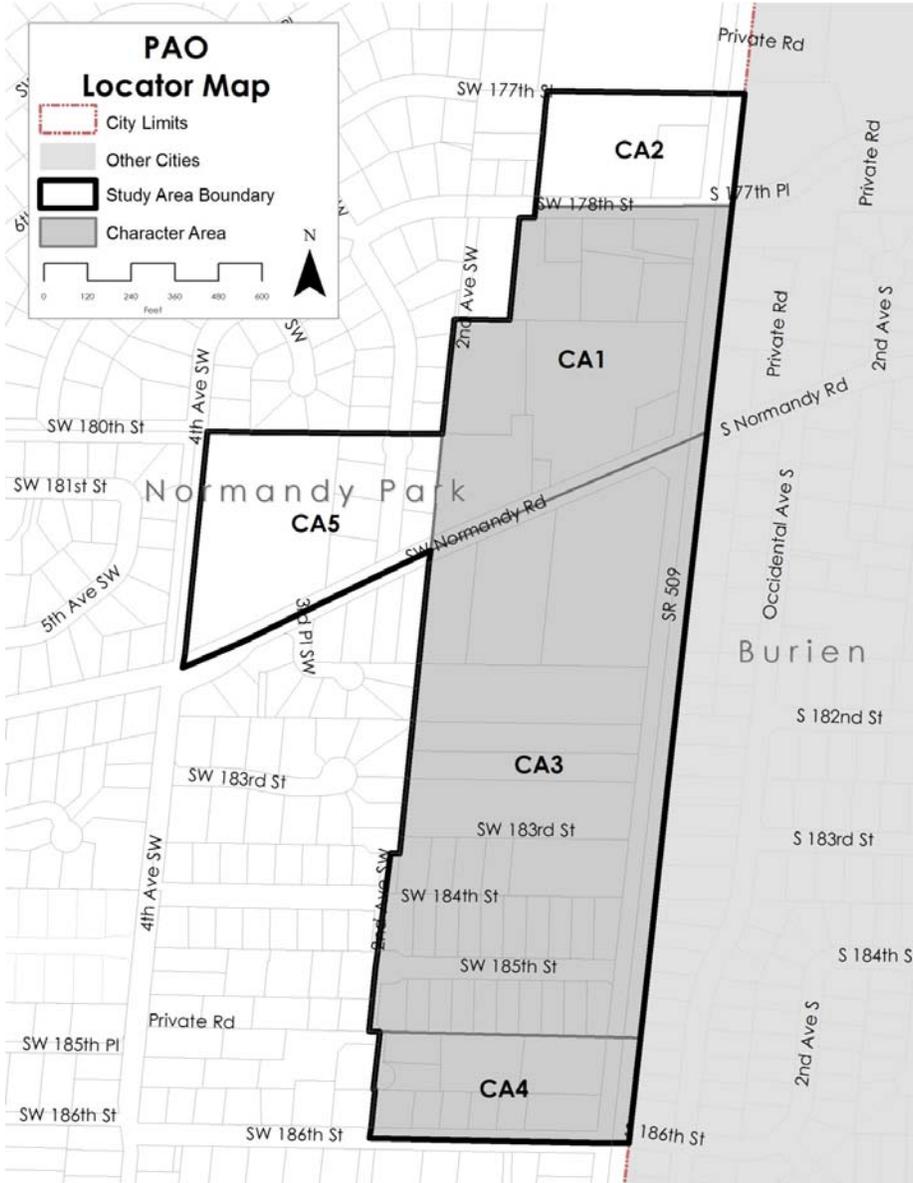


Exhibit B – Mitigation Measures (MVSP EIS – Chapter 7)

The State Environmental Policy Act (SEPA) requires environmental review for project and non-project proposals that may have adverse impacts upon the environment. In order to meet SEPA requirements the City of Normandy Park issued the Draft Manhattan Village Subarea Plan and Environmental Impact Statement on March 2, 2012. The Draft Manhattan Village Subarea Plan and Environmental Impact Statement and the Final Manhattan Village Subarea Plan and Environmental Impact Statement are referenced collectively as the MVSP and EIS. The MVSP and EIS identified probable significant impacts of future development as envisioned in the MVSP and EIS within the Planned Action area together with a number of potential measures to mitigate those impacts.

The purpose of this Mitigation Document is to establish specific mitigation measures based upon significant impacts identified in the MVSP and EIS. The mitigation measures would apply to future development proposals that are consistent with the Planned Action development envelope, reviewed in the MVSP and EIS, and located within the Planned Action area.

Mitigation

Based on the MVSP and EIS, which is incorporated by reference, this mitigation document reiterates the significant environmental impacts and mitigation measures identified in the MVSP and EIS that are to be included in proposed project in order to qualify as a Planned Action.

Consistency review under the Planned Action, site plan review, or other permit approvals will be required for development actions. Additional project conditions may be imposed on planned action projects based on the analysis of the project in relationship to requirements of the City, state, or federal requirements or review criteria.

Any applicant for a project within the Planned Action area may propose alternative mitigation measures provided such alternative measures provide an equivalent or better substituted mitigation for identified impacts. The Responsible SEPA Official shall review all such modifications, prior to Planned Action approval.

Provided below for the environmental impacts analyzed in the MVSP and EIS are the following: (1) a summary of the EIS analysis of significant impacts, and (2) the mitigation measures identified. In combination with applicable regulations and the mitigation measures identified, any planned action project will adequately mitigate all significant environmental impacts associated with planned action projects.

Environmental Impacts and Mitigation Measures

Chapter 7 of the MVSP and EIS identifies significant impacts and mitigation measures for potential impacts associated with land use, earth, air quality, aesthetics, light and glare, public services and utilities, and transportation. Please refer to the MVSP and EIS for complete text associated with these elements. The following is a summary of the mitigation measures applicable to impacts on the elements identified in the MVSP and EIS.

Land Use

Environmental Impact:

No new or significant impacts identified. Over time increases in land value and the aging of structures will likely result in the redevelopment of existing multi-family and commercial lands and structures, with new multi-family and commercial structures developed consistent with MVSP vision.

Mitigation Measures:

- No mitigation is required. The MVSP-EIS is consistent with the long-term objectives and policies of the adopted comprehensive plan. Some of the relevant objectives and policies are:
 - To enhance city residents' access to shopping and services and to stabilize the city's economic base, explore new opportunities for commercial land use along First Avenue;
 - Develop new zoning regulations to allow enhanced commercial and mixed use along First Avenue South;
 - Encourage potential new businesses to locate in vacant commercial spaces along First Avenue and facilitate the redevelopment of commercial structures and lands, in addition to designating new commercial areas;
 - Locate multi-family residential areas adjacent to existing arterial streets that are close to public transit routes;
 - Prohibit primary access to multi-family residential areas through single-family residential areas.
 - Use multi-family residential zones as transitions between single-family residential and commercial land use.

Earth

Environmental Impact:

No new or significantly different impacts to the earth were identified – most of the land within the subarea plan has already been developed. No significant increase or changes to grading, erosion or impervious surfaces are anticipated; however, a small-scale dry cleaning facility has been noted as present in CA2.

Mitigation Measures:

- Best Management Practices shall be employed for the future redevelopment of the dry cleaning facility.

Air Quality

Environmental Impact Evaluation:

Construction activities related to development approved under a Planned Action designation would generate dust and engines would emit air pollutants.

Increased vehicle trips may affect air quality, and new business – restaurants and cafés for instance – may also introduce odors.

Mitigation Measures:

- To minimize the creation of dust construction activities shall consider the following:
 - Use water sprays or other non-toxic dust control methods on unpaved roadways.

- Minimize vehicle speed while traveling on unpaved surfaces.
- Prevent track-out of mud onto public streets.
- Cover soil piles when practical.
- To the extent practical, minimize work during periods of high winds
- Burning of slash or demolition debris is not permitted without the express approval of (Puget Sound Clean Air Agency). No slash burning is anticipated for construction projects in the Manhattan Village study area.
- Mobile construction equipment and portable stationary engines would emit air pollutants. These emissions would be temporary and localized. It is unlikely that temporary emissions would cause ambient concentrations at adjoin parcels to approach National Ambient Air Quality Standards limits. The following measures help minimize air quality and odor issues caused by tailpipe emission:
 - Maintain engines of equipment according to manufactures' specifications.
 - Minimize idling of equipment while not in use.

Water Quality

Environmental Impact:

New impervious surfaces, in addition to those already existing, have the potential to increase stormwater run-off.

Reductions in the requirement for private courtyards and/or open space or stormwater processing are not expected to increase or significantly change those impacts associated with the current pattern of development within CA1 and CA3.

Mitigation Measures:

- New development shall meet the requirements of the City's currently adopted Stormwater Management Manual and must have an approved drainage plan as a part of building permit submittals for new structures or for enlarged existing structures; all drainage plans must be approved by the City before a building permit may be issued.
- New development should incorporate water conservation measures into their design and operation.
- New development, especially the development or redevelopment of streets and pathways, should incorporate Low Impact Design elements into projects, including but not limited to: reducing road widths, narrowed pathway widths, clustering buildings, allowing taller buildings, installing pervious paving, smaller more distributed storm cells, and the creation of rain gardens.

Aesthetics, Light, Glare, Noise

Environmental Impact:

More intense development, especially in CA1, increases the potential for changes in the amount of light, glare, and noise affecting the study area and those in close proximity to the study area.

The north end of CA3 is likely to experience increased levels of noise due to expected increased levels of business-related activity from CA1 throughout the day.

Development using building height bonuses may visually impact areas immediately adjacent to such development.

Building heights over those presently allowed are unlikely to have impacts associated with aircraft noise from SeaTac International Airport.

Mitigation Measures:

- The City's current municipal code provides protection for residential neighborhoods through limits on noise impacts and requirements for noise mitigation plans for projects where activities or traffic will general exterior noise exposure levels exceeding accepted levels (see NPMC 8.06.13 and 8.06.14).
- Building heights within CA 1 shall not exceed five stories or 65 feet within 150 feet of 1st Ave South and 45 feet beyond that.
- Building heights within CA 3 shall not exceed 40 feet or 4 stories.
- Development should consider building orientation and or building materials to minimize aircraft noise.

Utilities, Facilities and Services

Environmental Impact Evaluation:

Increased residential population will increase demand for public/private facilities and services, including water, sewer, energy, fire, and EMS (see Public Services below).

Demand on public/private facilities and services will increase – water, sewer, energy, fire, and EMS due to increased residential populations (see Public Services below).

Depending on future building placement in relation to the pathway, the design of the pathway, lighting and other design features, increases in vandalism or other crimes are possible.

Mitigation Measures:

- Coordinate with the police and fire departments during the final design, construction, and operation of future development to ensure that reliable emergency access is maintained
- Confirmation of hydrant placement, sufficient water flow and availability of water are required conditions prior to issue of building permits. Insufficient water pressure may require a modification in the project including a change in building materials, sprinkler installation, or reduced building size and/or the inclusion of fire walls.
- Pathways and the buildings along the pathways should use crime prevention through environmental design (CPTED) principles to encourage design that reduces opportunity and likelihood for crime and nuisance activity - for example, ensuring adjacent housing provides consistent views onto the pathway, screening the path from parking areas, providing ample lighting and defining public/private areas to create a sense of ownership.
- Provide service providers with advance notice of construction schedules and any planned street blockages or closures.
- Plan with service providers to minimize the impacts of utility relocations (equipment procurement times, relocate in advance of construction, ect)
- Inform utility costumers of any planned temporary service disruptions
- Coordinate with all utility companies on the design of new services and hookups for the proposed action.

Transportation

Environmental Impact Evaluation:

Increased residential and commercial use intensity and density will result in increased pedestrian and vehicular trips- particularly within the study area. The Peak Hour Trips from commercial and residential uses are expected to increase – add projected numbers here

Increased pedestrian use along the western and eastern edge of CA3 (approximately one block west of 1st Avenue South).

- The plan will increase motorized and non-motorized traffic throughout the Manhattan Village study area. Below are the intersections within or surrounding the site, with potential impacts for those intersections:
 - 2nd Avenue SW/SW 178th - 2nd Avenue SW south of SW 178th is identified as a private drive and is part of the parcel currently used for Kid’s Country Daycare. Currently, this drive is used as primary access for a multi-family residential building immediately west of the MVSA, and for day care ingress and egress. Envisioned conditions in CA1 could cause non-authorized use of this drive to rise, creating use conflicts and unwanted traffic patterns on 178th SW.
 - 3rd Avenue SW/SW 178th, 4th Avenue SW/SW 180th Street, 4th Avenue SW/Normandy Park Road, and 3rd Avenue SW/Normandy Park - No significant increase in through automobile traffic expected. Residents using the local access streets of 3rd Avenue SW and 4th Avenue SW will continue use 3rd Avenue SW, but there is no direct access to MVSA commercial or multifamily sites from these roads. Further, the plan does not envision any changes in the use or development in CA5 beyond sidewalks, trails, and crosswalks to enhance pedestrian access to Nist Park.
 - SW 184th/2nd Avenue SW, SW 185th/2nd Avenue SW, SW 186th/2nd Avenue SW - No significant increase in through automobile traffic expected. These areas are served by local access streets, and no change of use or intensity is proposed by the plan.
 - 1st Avenue South/SW 178th Avenue - Increased traffic will result from the commercial area of CA1.
 - 1st Avenue South/SW 186th - Increased traffic resulting from the MU-zoned properties in CA4. The plan envisions 36 cottage-style dwelling units. These unit types are smaller and tend to generate less daily trips than a typical single family dwelling unit.
 - 1st Avenue South/SW 185th - No significant increases in traffic expected. No change in use or density is proposed along SW 185th.
 - 1st Avenue South/Normandy Park Road - This intersection will experience increased traffic volumes associated from residential and commercial development.

Mitigation Measures:

- New development must meet the requirements in Normandy Park Municipal Code section 18.44.070 (Miscellaneous Regulations) requiring street improvements including sidewalks where the development has access on a public street. This plan proposes that the City develop and adopt street cross-sections illustrating required design features and general configurations serving many of the goals expressed for the MVSA. Proposed

section features include sidewalks, street lighting, location of on-street parking (where appropriate), street trees, and relationship to building facades.

- Costs to mitigate traffic impacts associated with new and or redeveloped areas along 1st Avenue South will be borne by the developers.
- Properties along the western edge of CA3 from approximately SW 183rd Street to Normandy Park Road shall as part of new development or redevelopment dedicate right-of-way for pedestrian and bicycle path..
- Below is the list of mitigation measures for the identified intersections:
 - 1st Avenue South/SW 178th Avenue - While not necessary to meet level of service standards, install a traffic signal in order to provide adequate access and enhanced pedestrian safety.
 - 2nd Avenue SW/SW 178th - To discourage cut-through vehicle traffic from/to commercial center, install a raised crosswalk and different materials.
 - 3rd Avenue SW/SW 178th, 4th Avenue SW/SW 180th Street - 4th Avenue SW/Normandy Road and 3rd Avenue SW/SW Normandy Road - The installation of sidewalks, crosswalks, and improved lighting to enhance pedestrian access to Nist Park.
 - SW 184th/2nd Avenue SW, SW 185th/2nd Avenue SW, SW 186th/ 2nd Avenue SW - No improvements required as a result of this plan.
 - 1st Avenue South/SW 186th - No improvements needed.
 - 1st Avenue South/SW 185th - No improvements recommended. While a signal at this location would allow a protected phase to merge onto 1st Avenue South, this location is not expected to meet peak hour thresholds for signalization. Additionally, delays would affect only a small number of side street vehicles using the side-street approach and overall arterial operations would not be impacted. Qualifying projects shall be exempt from the City's LOS standard at this location.
 - 1st Avenue South/ SW Normandy Road - Impacts shall be mitigated by striping the south-bound approach to this intersection to include a shared through-right turn rather than an exclusive right-turn lane. This modification is expected to allow the level of service at this intersection to operate at the 2011 City's standards into the future. Additionally, review of the receiving leg (just south of the intersection) suggests that there is sufficient space to stripe a southbound merge lane.
- Access points to Manhattan Village NC zones in CA1 - improvements to CA1 include a main public access drive leading from 178th into the commercial area, shifts in street design features west of the MVSA such as reduced street widths, bump-outs, and/or signs will be required to minimize non-authorized use of 2nd Avenue SW and traffic flow west of this intersection; however, as a private drive, the City's control of the parcel is limited, and future design and use of 2nd Avenue SW may change depending on owner need and/or existing shared use agreements.

Parks, Open Space and Public Places

Environmental Impact Evaluation:

The MVSA includes Nist Park in CA5, no changes are proposed to the park beyond increasing access. The number of park users is likely to increase with development/redevelopment of in the

study area. No new and or significantly adverse impacts to parks, open space and/or public places were identified.

Mitigation Measures:

- The installation of sidewalks, crosswalks, and improved lighting to enhance pedestrian access to Nist Park.

Plants/Animals/Historical-Cultural Sites

Environmental Impact Evaluation:

No new or significantly adverse impacts to plants, animals and/or historic/cultural sites were identified.

Mitigation Measures:

- No mitigation measures are needed.