



CITY OF CARNATION

PLANNING BOARD REGULAR MEETING AGENDA

Planning Board

Tracey Blackburn,
Chairperson

Ernest Fix,
Vice-Chairperson

Ann Estrin-
Wassink

MPLiss Moon

Kathleen Allen

City Staff:

Phil Messina,
City Manager

Tim Woolett,
City Planner

Mary Madole,
City Clerk

Date: February 23, 2016

Time: 7:00 PM

Location: Carnation City Hall - 4621 Tolt Avenue

Planning Board Agenda material is available for public review at City Hall on the Friday prior to the Planning Board meeting. Information regarding specific agenda topics may be obtained from City Hall by 4:30 pm on the Friday preceding the Board meeting. Citizens are encouraged to call the City Planner or City Clerk at (425) 333-4192 if you have any questions concerning Planning Board meetings.

AGENDA ITEMS:

1. **Call to Order**
2. **Roll Call**
3. **Organizational Meeting**
4. **Approval of Minutes**
 - a. **October 27, 2015, Regular Meeting**
5. **Citizen's Comments and Requests**
6. **Schedule and Work Plan for Comprehensive Plan revisions and amendments to development regulations.**
7. **Adjournment**

Carnation Planning Board

ORGANIZATIONAL MEETING

(Section 2.40.050 CMC)

Election of Chairperson and Vice-Chairperson

CHAIRPERSON:

The Presiding Officer asks for nominations:

I move to nominate Boardmember _____ for election to the position of Chairperson for 2016. *(A second is not required for nominations.)*

The Presiding Officer asks if there are any additional nominations. If so, repeat above motion. If not, the nomination period is closed and a vote is taken for each nomination made.

VICE-CHAIRPERSON:

The newly elected Chairperson asks for nominations:

I move to nominate Boardmember _____ for election to the position of Vice-Chairperson for 2016. *(A second is not required for nominations.)*

The Chairperson asks if there are any additional nominations. If so, repeat above motion. If not, the nomination period is closed and a vote is taken for each nomination made.

CITY OF CARNATION
MINUTES OF THE REGULAR PLANNING BOARD MEETING
October 27, 2015

CALL TO ORDER: The regular meeting of the Carnation Planning Board was called to order at 7:02 PM by Chairperson Tracey Blackburn in the Council Chambers at Carnation City Hall.

ROLL CALL: Chairperson Tracey Blackburn, Vice-Chairperson Ernest Fix, Boardmember Kathleen Allen, Boardmember M'Liss Moon, Boardmember Ann Estrin-Wassink, City Planner Tim Woolett, City Clerk Mary Madole and citizen present.

APPROVAL OF MINUTES: MOTION BY BOARDMEMBER MOON AND SECOND BY VICE-CHAIRPERSON FIX TO APPROVE THE MINUTES OF THE MAY 26, 2015, REGULAR MEETING AS PRESENTED. MOTION PASSED UNANIMOUSLY (5-0).

OTHER: Introduction to new city planner and round table discussion about future plans: City Planner Tim Woolett introduced himself to the Planning Boardmembers, and provided some information about his professional background and experience. His experience has primarily been in project permitting and current planning, and he is fairly new to long range comprehensive planning. City Planner Woolett distributed copies of draft amendments that he is proposing to Land Use Code Chapters 15.09, 15.10 and 15.11. General discussion took place about the intent of the proposed changes. The Planning Boardmembers suggested that City Planner Woolett discuss his goal for the revisions with the City Attorney. The Planning Boardmembers next discussed an additional list of other potential code revisions that have been identified by City Planner Woolett.

Other: Agreement was reached to cancel the regular Planning Board meetings on November 24 and December 22, 2015.

ADJOURNMENT: There being no further business before the Planning Board, the meeting adjourned by common consent at 7:57 PM.

APPROVAL: Approved at the regular meeting of the Carnation Planning Board on February 23, 2016.

Planning Board Chairperson,

City Clerk, Mary Madole



Date: February 18, 2016
To: City of Carnation Planning Board
From: Tim Woollett, City Planner
Re: Schedule and Work Plan for Comprehensive Plan Revisions and Amendments to Development Regulations

In this first meeting of 2016 I would like to discuss the issues we can plan for this year. There are three issues that must be addressed, the most time sensitive being revisiting the population projections of the Comprehensive Plan as required by the Puget Sound Regional Council. The other two issues being the only docket request received for 2016 which is a request to amend the provisions for the sale of marijuana in the city, and a change that staff sees as a high priority for 2016 being that of Council's review of docket requests as provided in Chapter 15.100 CMC.

Comprehensive Plan:

The concerns at the regional level with the growth projections provided in the most recent Comprehensive Plan update was brought to city staff by the Puget Sound Regional Council (PSRC). PSRC conveyed to city staff that "Carnation has developed an excellent plan in many ways. However, a few discrete portions of the plan include growth levels that are not consistent with the city's adopted housing and employment growth targets. We encourage the city to make some modest amendments to recognize the adopted targets."

We will need revisit the growth projections relative to the county wide growth projections and address the PRSC's concerns. In interim, PSRC presented a conditional certification for approval by the Growth Management Policy Board at their January 28th meeting. This conditional status is to be in place until the city amends the comprehensive plan to adjust the plan's anticipated population, housing and employment growth to more closely align with adopted countywide targets. The schedule for addressing the conditions is:

1. *Council adoption of a plan of work that addresses the condition identified in the certification report by April 30, 2016.*
2. *Submission of a draft amended comprehensive plan and supporting documents that address the condition to PSRC for review and comment in advance of adoption.*
3. *Once the condition is adequately addressed, submission of the adopted amended comprehensive plan and supporting documents by June 30, 2017, for review and certification by PSRC.*

The city has acknowledged and agreed to these conditions. Attached is a copy of the PSRC Plan Review Report & Certification Recommendation.

Docketing:

The code provisions for review of docket requests in its present form does not allow council an intermediate level of review to determine whether particular amendment requests should be added to the year's docket and thus forwarded for more formal review and consideration by the Planning

Board. The proposed amendments would contain provisions where the city planner would present the current list of requests and petitions to the city council for consideration to be included within that year's docket. The city council would then consider the list and vote to accept or reject each request and petition for docketing. Attached is a draft of the City Attorney's suggested amendments to Chapter 15.100 CMC.

Marijuana:

As you may be aware, the City's current provisions for marijuana related uses essentially bars any possibility of such use being established in the City of Carnation. This condition exists due to the limited size of Carnation and the location of schools and parks which carry a 1,000 foot radius prohibition. With the exception of schools, the state has since relaxed the 1,000 foot restriction. In a letter dated November 23, 2015 to each council member, Wayne Seminoff requested a reevaluation of the city's current regulations pertaining to the selling of recreational marijuana. A copy of this letter is attached to this memo.

Other:

In addition to a number of housekeeping items associated with the provisions of Title 15 CMC, a matter that the City Planner would like to keep open for this year would be to consider changes to Chapter 15.09 CMC. The proposed changes would not omit the content or authority of the Chapter in its present form, but would arrange some the content to follow the review process.

Thank you for your consideration and I look forward to meeting with you.

PSRC PLAN REVIEW REPORT & CERTIFICATION RECOMMENDATION

CITY OF CARNATION COMPREHENSIVE PLAN

December 31, 2015



BACKGROUND

The Washington State Growth Management Act calls for coordination between local, regional, and state planning efforts. To advance this coordination, state law requires PSRC to certify that regional transit plans, countywide planning policies, and local comprehensive plans within the central Puget Sound region conform to: (1) established regional guidelines and principles, (2) the adopted long-range regional transportation plan, and (3) transportation planning requirements in the Growth Management Act. Within the central Puget Sound region, the multicounty planning policies in VISION 2040 have been established as the regional guidelines and principles under Revised Code of Washington (RCW) 47.80.026. Certification of local comprehensive plans is also a requirement for jurisdictions and agencies that intend to apply for PSRC funding or proceed with any project submitted into the Regional Transportation Improvement Program, regardless of funding source.

Within the central Puget Sound region, local governments and PSRC have worked together to develop an overall process ([Adopted Policy and Plan Review Process](#), Revised September 2003) for reviewing and certifying local, countywide, regional, and transit agency policies and plans.¹ This process also provides an opportunity to coordinate and share information related to local and regional planning. A set of materials, compiled in a [Plan Review Manual](#), provides details on the review and certification process, background, and framework. The manual also provides guidance and checklists for aligning plans and policies with [VISION 2040](#), [Transportation 2040](#), and [Growth Management Act](#) requirements.

DISCUSSION

This report summarizes the findings and recommendations regarding the periodic update to the comprehensive plan for the City of Carnation, adopted by the city on August 4, 2015. Previously, PSRC certified the City of Carnation's comprehensive plan in 2012. PSRC staff reviewed the updated 2015 comprehensive plan and coordinated with city staff in the development of this report.

CERTIFICATION RECOMMENDATION

Based on the review of the City of Carnation comprehensive plan, the following action is recommended to the PSRC Growth Management Policy Board, Transportation Policy Board, and Executive Board:

The Puget Sound Regional Council conditionally certifies that the transportation-related provisions in the City of Carnation 2015 Comprehensive Plan conform to the Growth Management Act and are consistent with multicounty planning policies and the regional transportation plan.

¹ The certification requirement in the Growth Management Act is described in RCW 47.80. The specific requirements for transportation elements in local comprehensive plans are spelled out in RCW 36.70A.070. PSRC's Interlocal Agreement, Section VII, also provides direction for the review of local comprehensive plans and countywide policies (Resolution A-91-01, amended March 1998). The Council's Executive Board last updated its process for Policy and Plan Review in September 2003. The process is also described in VISION 2040, Part IV: Implementation.

Conditional status is in place until the city amends the comprehensive plan to adjust the plan's anticipated population, housing and employment growth to align with adopted countywide targets. The schedule for addressing the conditions is:

1. Council adoption of a plan of work that addresses the condition identified in the certification report by April 30, 2016.
2. Submission of a draft amended comprehensive plan and supporting documents that address the condition to PSRC for review and comment in advance of adoption.
3. Once the condition is adequately addressed, submission of the adopted amended comprehensive plan and supporting documents by June 30, 2017, for review and certification by PSRC.

The city acknowledges and understands these conditions.

The city's anticipated growth and alignment with the adopted growth targets are discussed below in the section on Development Patterns. This report contains a summary of the PSRC review of the Carnation comprehensive plan update. Under each heading, the scope of the certification review, as guided by the Plan Review Manual and Local Comprehensive Plan Checklist, is listed in high level bullets. Discussion in each topic area highlights exemplary provisions of the plan, as well as issues identified through the certification review where future work on the part of the city is needed to more fully address VISION 2040, Transportation 2040, and Growth Management Act planning requirements.

Part I: Conformity with Growth Management Act Transportation Planning Requirements

SCOPE OF REVIEW

The Growth Management Act (RCW 36.70A.070(6)) includes several requirements related to transportation elements in local comprehensive plans. These requirements are summarized as follows:

Land use assumptions and forecasts of travel demand that are internally consistent and consistent with growth targets.

Service and facility needs, including inventories of existing facilities, and level-of-service standards and concurrency provisions that address multiple modes of travel, planned land uses and densities, and state highways.

Financing and investments, including a multiyear financing plan and reassessment strategy to address potential funding shortfalls.

Intergovernmental coordination with neighboring cities, counties, and regional and state agencies.

Demand management, including programs to implement the Commute Trip Reduction Act.

Pedestrian and bicycle planning, including project funding and capital investments, education, and safety.

Land uses adjacent to airports, identifying relevant facilities, existing and planned uses, and policies that discourage incompatible uses.

Air quality is largely an interjurisdictional issue in which each jurisdiction's travel behaviors, measured through vehicle emissions, affect the regional airshed. The Washington Administrative Code (WAC) requires local transportation elements and plans to include "policies and provisions that promote the reduction of criteria pollutants" for mobile sources (WAC 173-420-080). When PSRC reviews plans, it also certifies that the comprehensive plans include air quality policies and provisions, including a commitment to meeting the requirements of applicable federal and state air quality legislation.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Carnation Comprehensive Plan effectively addresses many of the transportation planning requirements of the Growth Management Act and includes adequate air quality policies and provisions. Highlights include:

- A vision for a city with a vibrant, active downtown with a central gathering area and with thriving businesses, outdoor recreation, and sustainable, attractive development.
- Coordination with WSDOT regarding improvements to SR 203 as identified in the Tolt Corridor Plan, which includes a greenway shared path, retrofits to pedestrian facilities, street improvements in the central business district, and identification of the need to reduce the barrier of SR 203 to pedestrians by providing key crossing opportunities (T3.2, 3.3, 3.6).
- Promotion of nonmotorized trips with a system of safe and attractive linked sidewalks and trails and through a compact urban form.
- A transportation element with a complete street inventory and identification of potential transportation improvements for the full 20-year planning period.

DISCUSSION: CONDITIONS FOR CERTIFICATION

- The primary area of concern is discussed under Development Patterns regarding consistency between the growth expectation of the comprehensive plan and the Regional Growth Strategy. The estimate of demand for new infrastructure and transportation projects should be reviewed and revised as necessary to be consistent with the adopted growth targets.

Part II: Consistency with Regional Plans and Policies

OVERVIEW

This section discusses consistency with the adopted multicounty planning policies (established regional guidelines and principles under RCW 47.80.026) adopted in VISION 2040, and Transportation 2040, the region's long-range transportation plan. In addition to the multicounty planning policies, VISION 2040 contains a regional growth strategy with a preferred distribution of the region's residential and employment growth, as well as a number of implementation actions for local governments to carry out. Each policy area addressed in VISION 2040 is discussed in turn below.

VISION 2040 Context Statement

The Carnation Comprehensive Plan includes a statement that describes its consistency with VISION 2040 and the multicounty planning policies (MPPs) in promoting a compact urban form with the most intense land uses centered along SR 203.

Environment

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following environmental policy topics:

Stewardship, including addressing the natural environment throughout the plan, decisions based on best-available science, and regional environmental initiatives.

Earth and habitat, including open space protection, restoration and protection of native vegetation, and coordination with adjacent jurisdictions.

Water quality, including actions that maintain hydrologic functions and reduce water pollution in ecosystems, watersheds, shorelines, and estuaries.

Air quality and climate change, addressing federal and state laws, reduction of pollutants, Puget Sound Clean Air Agency policies, and reduction of greenhouse gas emissions and adaptation to climate change.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The city's comprehensive plan addresses the environmental policy topics in VISION 2040 with strong goals and actionable policies. Highlights include:

- The land use element includes detailed information about the physical environment, noting the city's location at the confluence of the Snoqualmie and Tolt rivers, soil and topographic conditions, the floodplain, groundwater, and critical areas.
- Policy LU6.3 promotes innovative, environmentally friendly building practices such as LEED, Built Green, and Low Impact Development (LID) techniques.
- Policy LU 6.8 supports evaluating the feasibility of adopting a Night Sky initiative to reduce light pollution and reduce energy use.

DISCUSSION: AREAS FOR FURTHER WORK

The city should address the following comment at the earliest opportunity through future amendments to the comprehensive plan:

- The multicounty planning policies in VISION 2040 and the strategies in Transportation 2040 call for reducing greenhouse gas emissions and adapting to impacts related to climate change. See page 42 of VISION 2040 for an overview of climate change and related policies and page 34 in Transportation 2040 for information on the four-part greenhouse gas reduction strategy (land use, user fees, choices, and technology). The plan already includes some policies that support positive actions to reduce greenhouse gases, such as increasing nonmotorized transportation options. However, the plan should be strengthened by directly addressing the climate change-related policies (MPP-En-20-25) and adding more specific provisions.

Development Patterns – Including Regional Growth Strategy

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following development patterns policy topics:

Urban areas, including targets for housing and employment growth, compact communities that support transit and walking, and provisions for redevelopment of underused land.

Centers, including planning for one or more central places as locations for compact, mixed-use development, with policies that prioritize funding to centers to advance development.

Unincorporated urban areas, including policies that advance annexation and orderly transition of governance.

Resource lands, including identification of steps to limit development.

Regional design, addressing local provisions that apply the Transportation 2040 Physical Design Guidelines, energy efficient building, historic preservation, and enhanced sense of community.

Health and active living, addressing healthy environment, physical activity and well-being, and safety.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The city's comprehensive plan effectively addresses many of the development patterns policies in VISION 2040. Highlights include:

- Support for a thriving, walkable downtown and the Tolt Commons, the centerpiece of the town, that will encourage people to hang out and help create a sense of community and neighborhood (LU3.2).

- ☑ Support for working with the county to limit or prevent development on forests, farms, and mineral resources areas in adjacent areas (LU5.1).
- ☑ Provisions that help create a built environment that promotes and encourages physical activity through compact development and a looped system of safe and attractive pedestrian and bicycle accessways that link neighborhoods to each other and to the business district (LU8.1, 8.2).

DISCUSSION: CONDITIONS FOR CERTIFICATION

The city must address the following provision of the Growth Management Act and VISION 2040 in order to maintain certified status:

- ☐ RCW 36.70A.130 requires that local comprehensive plan updates accommodate the growth projected to occur over the subsequent 20-year period. VISION 2040 (MPP-DP-3) calls for countywide adoption of housing and employment growth targets that promote the Regional Growth Strategy. MPP-T-9 calls for coordination of state, regional, and local transportation planning in support of that strategy. RCW 36.70A.070 requires the transportation element of local comprehensive plans to implement and be consistent with the land use element.

To implement the Regional Growth Strategy, King County and its cities developed housing and employment targets that were adopted in the 2012 countywide planning policies. The targets allocate a modest amount of housing and jobs to Small Cities, which includes the City of Carnation, as a reflection of the stated regional role for these cities to accommodate limited growth. The targets for Carnation are to grow by 330 housing units and 370 jobs over the period of 2006-2031.

The plan's land use element discusses a potential maximum population of 4,652 compared to a 2013 population of 1,848 and the 2010 Census of 1,786, indicating potential growth of 2,804 people, or more than 1.5x the current population. This projection of growth may have been determined by calculating assumptions of build out based on the current zoning capacity. However, capacity for growth should not be equated with a projection for growth within the planning period. No new construction occurred in Carnation between 2006 and 2014. The plan identifies a development project that proceeded in 2014 with 130 new units. It also describes an additional potential development that may bring about 150 to 200 new housing units. At their maximums, these two developments would equal the city's 2006-2031 countywide adopted target of 330 housing units, which may be on track considering the time period it will take to buildout the two developments and the city's overall rate of growth. Considering the rate of growth over recent years, including 2000-2010, when the city's population declined, the adopted target appears to remain an appropriate projection of growth. The target is also more aligned with the city's stated vision as "a rural scale 'small town' community" (page H-3) and the limited role of Small Cities in accommodating growth under the Regional Growth Strategy. The city should amend the land use, housing and other elements of the plan as appropriate to ensure that planning for transportation projects and other infrastructure is based on a calculation of anticipated growth that is consistent with the adopted housing and employment growth targets. PSRC staff is available to provide technical guidance on reconciling the growth assumptions and documenting data sources.

Housing

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following housing policy topics:

Increased housing production opportunities, including diverse types and styles for all income levels and demographic groups.

Affordable housing needs, including an assessment of existing and future housing needs based on regional and local factors, including household income, demographics, special needs populations, and adequacy of existing housing stocks.

Regional housing objectives in VISION 2040, including promotion of housing diversity and affordability, jobs-housing balance, housing in centers, and flexible standards and innovative techniques.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The city's comprehensive plan effectively addresses the housing provisions contained in VISION 2040.

Highlights include:

- Detailed information in the housing element regarding housing affordability, affordability levels for various households, current housing stock, and the gap in available affordable housing.

DISCUSSION: AREAS FOR FURTHER WORK

The city should address the following comment at the earliest opportunity through future amendments to the comprehensive plan:

- The plan's housing element identifies that a significant proportion of projected new housing should be affordable to low income and very low income households in order to meet the community's needs. Therefore, the plan should address how these housing needs of the community can be fully met and identify specific strategies. For housing strategies and resources, see PSRC's [Housing Innovations Program](#).

Economy

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following economic development policy topics:

Include an **economic development element** that addresses: business, people, and places.

Retention and recruitment efforts that support family wage jobs, industry clusters that export goods and services, and small businesses that are locally owned.

Equitable benefits and impacts, including provisions and programs that promote economic vitality in distressed areas or areas with disadvantaged populations.

Adequate housing growth in centers through collaboration with the private sector and provision of infrastructure.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The city's comprehensive plan effectively addresses many of the economic provisions of VISION 2040.

Highlights include:

- A thorough economic development element that includes an economic profile and analysis of economic opportunity for the community, evaluation of regional economic policies, and seeks to support economic development that makes Carnation a great place for living and visiting (Goal ED3).
- Support for promoting recreational opportunities and the city's agricultural heritage to strengthen the local economy (ED1.2, 1.3, 2.1, 2.3, 2.4, 2.6).

DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with regional guidelines and principles on economic development.

Transportation

SCOPE OF REVIEW

VISION 2040 and Transportation 2040 call for local comprehensive plans to address the following transportation policy topics:

Maintenance, management, and safety, including clean transportation with reductions in pollution and greenhouse gas emissions, environmental factors, health and safety, stable and predictable funding sources, system and demand management strategies, and security and emergency response.

Support for the regional growth strategy, including system improvements that align with planned growth, prioritized investments that support compact development in centers, joint- and mixed-use development, complete streets and improvements to promote biking and walking, and context-sensitive design.

Improved transportation options and mobility, including alternatives to driving alone, facilities and services for special needs transportation, avoidance of new or expanded facilities in rural areas, and financing methods.

Linking land use and transportation, including integrating Transportation 2040 physical design guidelines in planning for centers and transit station areas, and land development tools that promote transportation alternatives.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Carnation comprehensive plan addresses the major transportation emphases in VISION 2040 and Transportation 2040, including maintenance, management, and safety; support for the Regional Growth Strategy; and providing greater options and mobility. Highlights include:

- A transportation element with a detailed inventory and information about the city's street and transportation system, including current conditions, future improvements, and nonmotorized travel.
- The SR 203 Tolt Avenue planning effort that involved the public, business, school district, WSDOT, Puget Sound Energy, and the Snoqualmie Tribe, to create an action plan for redevelopment of the corridor, including a nonmotorized Greenway, full street improvements, and support of the role of the city center as a central civic space. (T3.2)
- Provisions to maintain a safe and efficient multimodal transportation system to serve all persons, special needs populations and activities in the community (Goal T2, policy T2.2).
- Policy to work with King County, WSDOT and the Snoqualmie Tribe to improve transit service (T2.4).

DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any additional areas for improvement of the plan to better align with regional guidelines and principles on transportation (please see conditions relating to growth and transportation issues noted earlier in this report).

Public Services

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following public services policy topics:

Promote more efficient use of existing services, such as waste management, energy, and water supply, through conservation – including demand management programs and strategies.

Promote renewable energy and alternative energy sources.

Plan for long-term water needs, including conservation, reclamation and reuse.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Carnation comprehensive plan update contains policies that address the public services provisions of VISION 2040. Highlights include:

- A capital facilities element with: an inventory of public facilities, including water and sanitary sewer systems, transportation and parks facilities, schools, and other capital improvements; funding sources; and strategies to provide needed capital facilities.

DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with regional guidelines and principles on public services (please see conditions relating to growth and infrastructure noted earlier in this report).

Conclusion

PSRC staff thanks the city for working through the plan review and certification process. PSRC is available to provide assistance for future plan updates. Additional planning resources can also be found at <http://www.psrc.org/growth/planreview/resources/>. If the city has questions or needs additional information, please contact Paul Inghram at 206-464-7549 or PInghram@psrc.org

COPY

15.100.020 - Initiation of legislative proposals; docketing.

A. Unless otherwise directed by the council pursuant to subsection E of this section, whenever a request to adopt a legislative proposal is initiated by the city council, the planning board, city manager, or the city staff, the city planner shall ~~docket such request and~~ keep and maintain a list of such requested amendments to be considered at the appropriate annual review of the comprehensive plan.

B. Any interested person, including applicants, citizens, hearing examiners, and staff of other agencies, may petition the city planner ~~planning board~~ to recommend legislative amendments to the city council. The petition shall be filed with the city planner and shall include, among the information deemed relevant by the planner:

1. The name, address, and phone number of the petitioner;
2. A specific description of the proposed amendment, including text and maps as necessary to define and illustrate the proposed amendment;
3. A statement of how the proposed amendment is consistent with the comprehensive plan, containing references to specific policies, goals, or other elements of the comprehensive plan;
4. A "nonproject" environmental checklist prepared in accordance with the State Environmental Policy Act (SEPA) Chapter 43.21C, WAC Chapter 197-11, and Chapter 14.04 of this code.
5. The applicable processing fee, as established by resolution of the city council;
6. Any maps, studies, reports, or technical data that supports or analyzes the proposal, as deemed necessary or appropriate by the city planner;
7. An analysis of the cumulative impacts of the proposed amendment upon the city and the implementation of the comprehensive plan.

C. Upon receipt of a complete request or petition as provided in subsections A and B of this section, the city planner shall ~~docket the request or petition and~~ compile and maintain a list of all requests and petitions received and accepted. ~~All docketed~~ Such requests and petitions shall be reviewed and considered on an annual basis as provided herein. No later than [INSERT DATE] annually, the city planner shall present the current list of requests and petitions to the city council for consideration to be included within that year's docket. The city council shall consider the list and shall vote to accept or reject each request and petition for docketing. Once a request or petition has been rejected for docketing reviewed and approved and/or denied by the city council, resubmittal of the same request or petition shall be removed from the docket. Resubmittal of a request or petition that has been denied, or its substantial equivalent, shall not be allowed for a period of at least two years following the date the original request or petition was rejected/denied for docketing. The docket approved/compiled by the city council/planner shall be available for public inspection and copying.

D. At least once annually, the city planner shall establish and broadly disseminate to the public a notice inviting public participation in identifying legislative proposals for amendments or revisions to the comprehensive plan and development regulations.

E. Nothing contained in this chapter shall be construed to prohibit or limit the authority of the city council to adopt moratoria, interim zoning ordinances, interim development regulations, and other land use controls as authorized by RCW 36.70A.390 and 35A.63.210. The procedures set forth in this chapter shall be inapplicable to such action by the council.

COPY

November 23, 2015

Wayne Seminoff, President
Wayne Seminoff Company
Post Office Box 956
Kirkland, WA 98083

Dear Councilmember Berger,

In consideration of public interest, I am writing to request a reevaluation of the City of Carnation's current land use and zoning regulations pertaining to the selling of recreational marijuana. The current municipal codes state that parcel number 1625079035, is the only area where it is permitted to open a marijuana retail store. This remote location is a floodway zone adjacent to the Snoqualmie River. Such a narrow range of usable land for a quickly emerging, lucrative industry is limiting the City of Carnation's potential to significantly advance funding for city development projects, education and community health programs.

The total amount of excise tax generated from marijuana sales since it's legalization to November 19, 2015 is \$124,561,378. (Washington State Liquor and Cannabis Board). Data pulled from Washington State Liquor and Cannabis Board illustrates that marijuana sales are projected to surpass last year's sales by over \$111 million. This July of 2015 the excise tax structure for recreational marijuana changed from a 25 percent tax levied on producers, processors and retailers to a 37 percent tax on retail customers. Based on this substantial increase in tax combined with the projection of sales for 2016, there is strong potential for marijuana tax revenue to help fund many of the City of Carnation's current and future projects.

The City of Carnation is only recently stepping out of a stagnant growth period lasting more than a decade. Projects such as the Tolt Avenue Action Plan are in place partly to satiate the city's longstanding desire to transition from a scenic drive-through town to a destination site for visiting tourists, social gatherings and conducting business. Marijuana tax revenue could contribute to projects such as the Tolt Avenue Action Plan currently being funded by a grant from the Puget Sound Regional Council (PSRC), Real Estate Excise Tax and the City of Carnation. If the council would consider adjusting land use and zoning laws to allow more space for marijuana retail stores to open, this would unleash a huge opportunity to generate more business. Other opportunities for using marijuana tax revenue could include funding public safety—an essential community service that goes hand in hand with increasing populations and changes in the city's infrastructure.

Furthermore, with the legalization of marijuana in Washington State, marijuana tax revenue has funded the establishment community health and education programs. One such program funded by marijuana tax revenue is the Healthy Youth Survey led by the Washington State Department of Health in collaboration with the Office of the Superintendent of Public Instruction, the Department of Social and Health Service's Division of Behavioral Health and Recovery, the Department of Commerce and the Liquor and Cannabis Board. (Drug Policy Alliance). This survey identifies trends in patterns of behavior over time related to safety and violence, health and use of drugs including tobacco and marijuana and alcohol consumption. No increase in youth marijuana use was found by the Healthy Youth Survey in 2014. Another program funded by revenue generated from marijuana taxes is a website called "Learn

About Marijuana" that provides educational resources and information for communities. As demonstrated in the short period of time marijuana has been legalized in Washington State, funding exists to ensure programs are set in place to monitor marijuana use trends in youth and to prevent youth use from increasing.

There is even significant potential for children and teens to benefit from the marijuana tax revenue as demonstrated by Colorado's utilization of the additional funds. In 2014, the Colorado legislature set aside \$2.5 million from marijuana tax revenue to hire more health professionals to work at schools including nurses, counselors, social workers and psychologists. (Denver Post). By March of 2015, Colorado marijuana tax revenue generated \$15.6 million to fund the Building Excellent Schools Today (BEST) grant program, a program focused on improving education in underserved populations (Huffington Post). Money that used to disappear into the Black Market is now supporting education and community health across states where marijuana is legalized.

As city laws pertaining to marijuana supersede those placed at the state level, the City of Carnation has the opportunity to set a precedent for the productive ways marijuana tax revenue can be used to meet community needs and contribute to a vibrant local economy. In the interest of our community, I respectfully ask that you please consider adjusting the current land use and zoning laws where marijuana retail stores are permitted within the City of Carnation.

Sincerely,

Wayne Seminoff