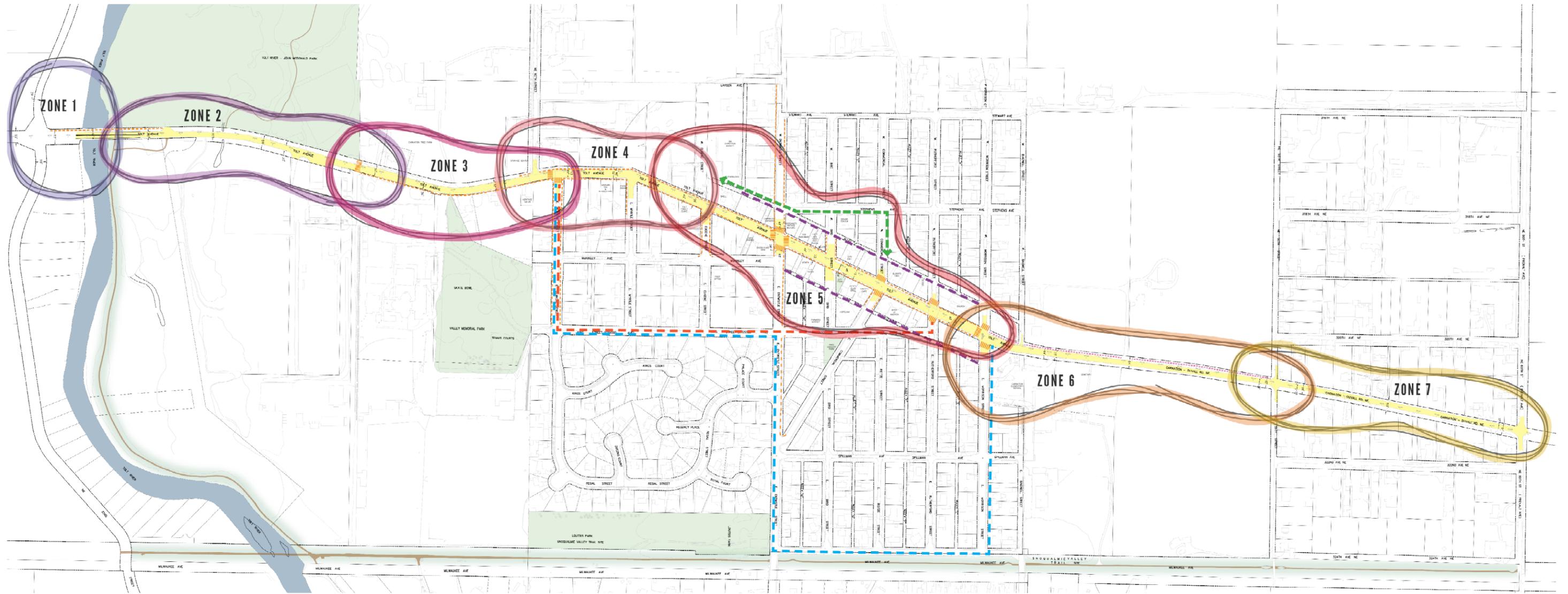


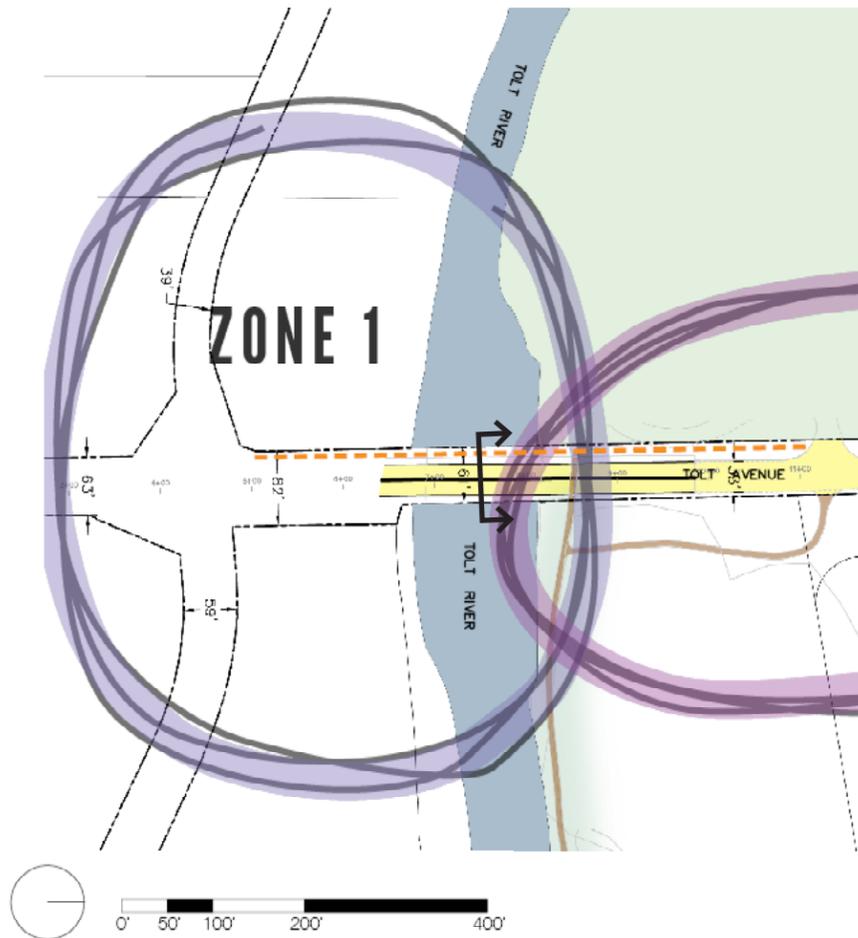
APPENDIX A: EXISTING CONDITIONS ZONE ANALYSIS



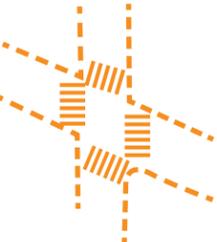
LEGEND

-  Analysis Zones
-  Sidewalks and Crosswalks
-  Informal Sidewalks
-  Fourth of July Parade Rte.
-  Informal Vehicular Detour
-  Truck Delivery Route
-  Alley (parallel to Tolt)

EX. CONDITIONS/ ANALYSIS ZONES MAP



LEGEND

-  Analysis Zones
-  Sidewalks and Crosswalks
-  Informal Sidewalks
-  Fourth of July Parade Route
-  Informal Vehicular Detour
-  Truck Delivery Route
-  Alley (parallel to Tolt)

ZONE 1 QUESTION

- What is most important for this zone?
1. Improving aesthetics
 2. Intersection improvements at Tolt Hill Road
 3. Wayfinding
 4. Making the bridge a prominent gateway

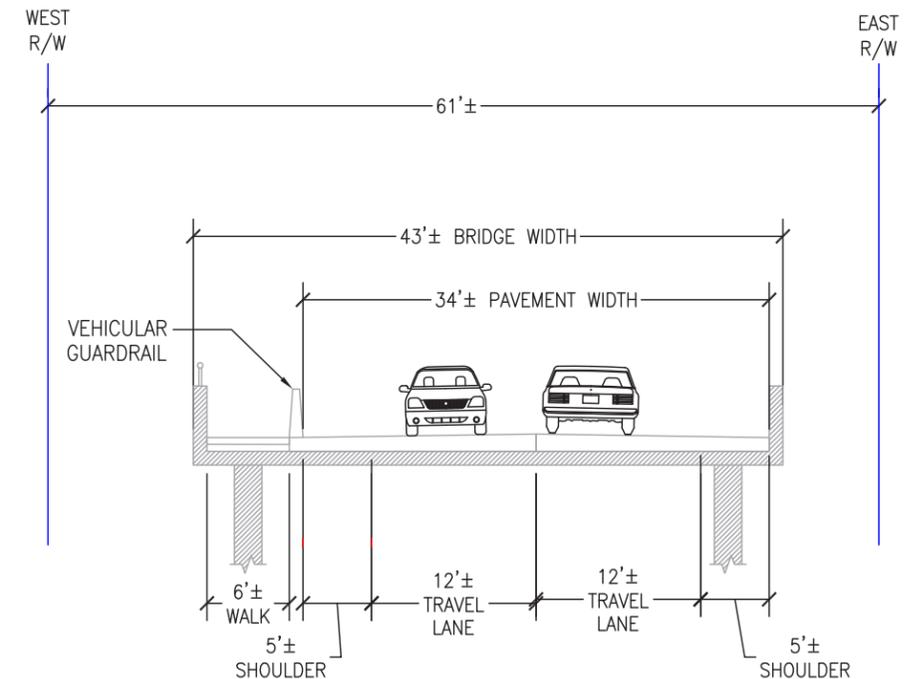
Intersection of Tolt Hill Road/SR 203 and Bridge

Constraints and Issues

- Difficult to make left hand turn north from Tolt Hill Road. Difficult Visibility
- Sight distance limitations with vertical curves at east and west leg of intersection.
- Remlinger's sign dwarfs any city sign.
- Bridge only has sidewalk on west side. Unpleasant to walk along.
- Narrow bridge is difficult.

Opportunities

- Bridge offers large scale gateway opportunity.
- Tolt River offers natural transition.
- Round-about potential if moved a bit south (would require purchase of land).
- Re-allocation of pavement on bridge (34' pavement width).



STATION 7+50
TOLT RIVER BRIDGE



Tolt Hill Road - Looking East



Tolt Avenue - Looking South



Tolt Avenue Bridge/ Pedestrian Walkway - Looking South



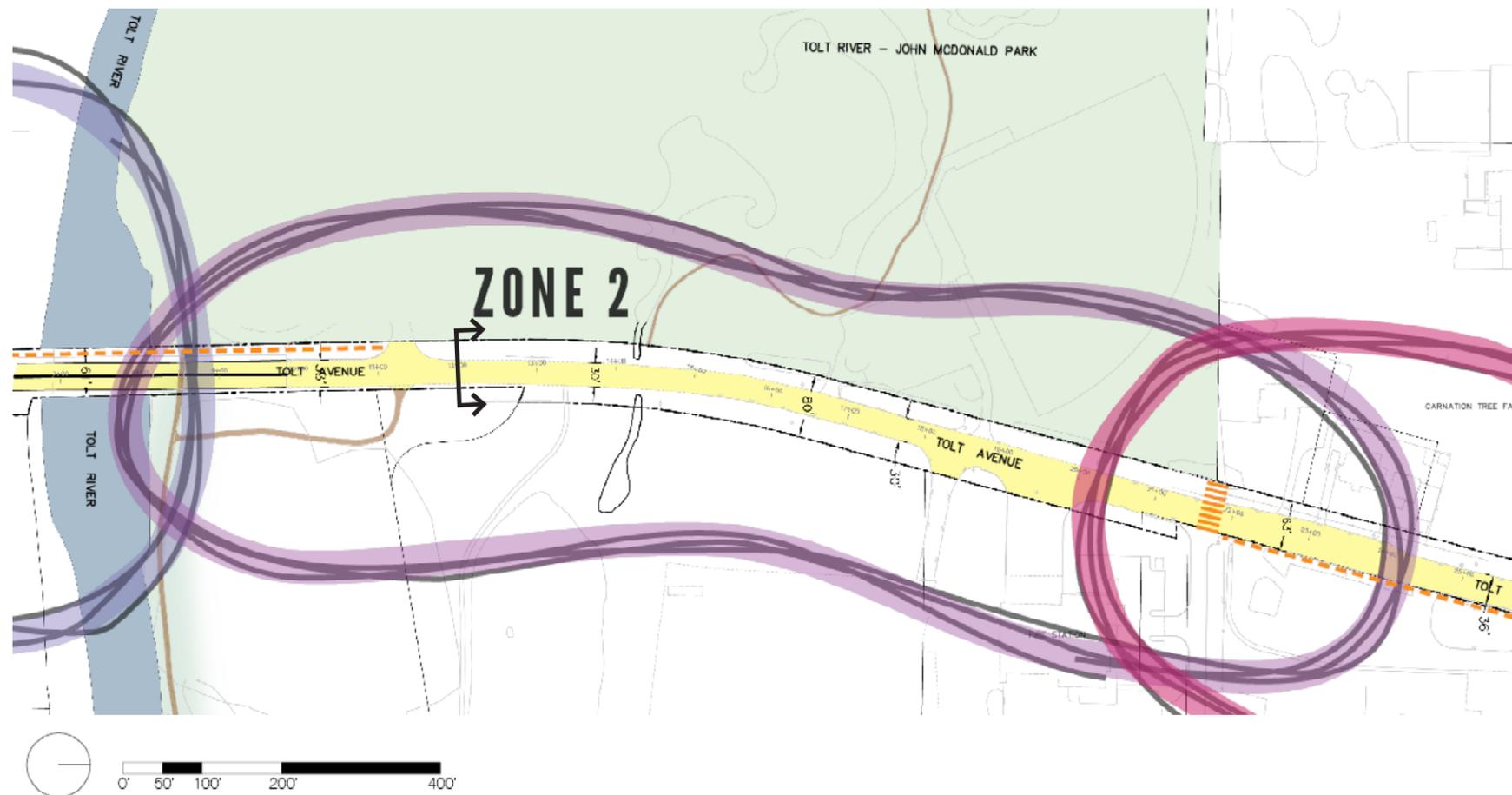
Tolt Avenue Bridge - Looking North



Tolt Avenue Bridge/ Pedestrian Walkway - Looking North



King County Pedestrian Path Under Bridge



LEGEND

- Analysis Zones
- Sidewalks and Crosswalks
- Informal Sidewalks
- Fourth of July Parade Route
- Informal Vehicular Detour
- Truck Delivery Route
- Alley (parallel to Tolt)

ZONE 2 QUESTION

- What is most important for this zone?
1. Pedestrian and bicycle connection to downtown
 2. Slowing cars down
 3. Wayfinding

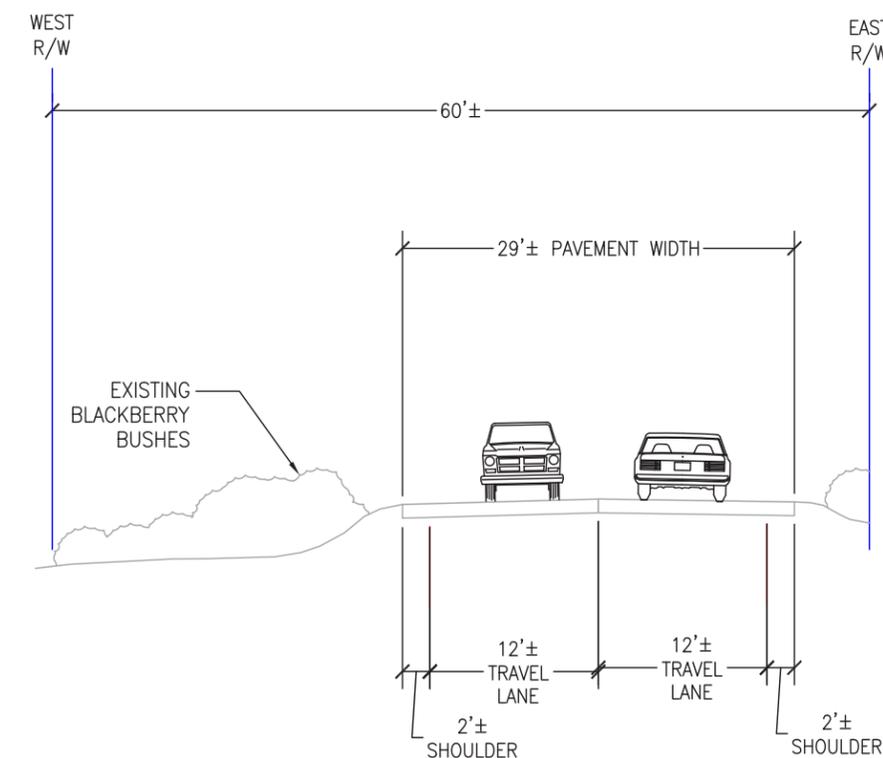
Bridge to Tolt Middle School

Constraints and Issues:

- Potential wetlands/localized ponding.
- Small to no shoulder width at road and slopes to match adjacent grade.
- No sidewalks.
- City of Carnation Signage not visible enough.
- Existing wide driveway creates wide gap in potential pedestrian connections.
- Poorly marked street crossing at school.

Opportunities:

- Wide ROW.
- Adjacent Tolt Park provides public open space and protects views to hills to the west.
- Existing trees along the road provide definition, slow traffic.
- Newly purchased gravel site by tribe may provide upgrades to streetscape and sidewalk connection, as well as increased visitor traffic and community facilities.
- Storm water receiving area potential on east side of the road in public open space that parallels Tolt River.
- Trail connection in Tolt Park; provides alternate pedestrian connection away from roadway.



**STATION 12+00
BRIDGE TO PARK ENTRANCE**



Tolt Avenue - Looking Northwest to Tolt/Mac Park



Tolt Avenue - Looking North



Tolt Avenue - Ponding on West Side



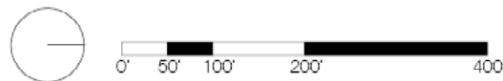
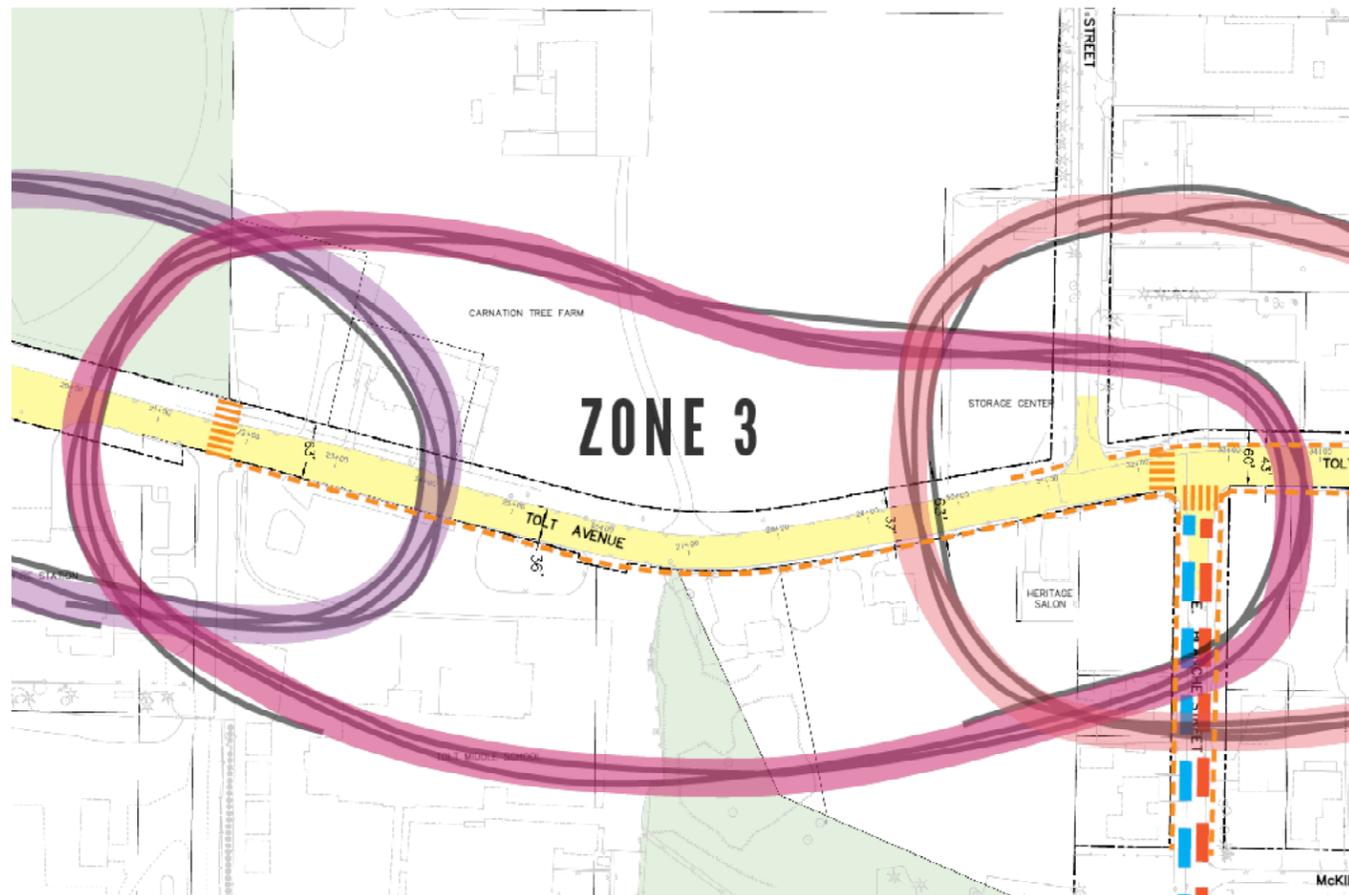
Tolt Avenue - Looking North at Tolt/Mac Park



Tolt Avenue - Looking North from Tolt/Mac Park to Fire Station & Middle School



Tolt Avenue - Pedestrian Crossing between Tolt/Mac Park & Middle School



LEGEND

- Analysis Zones
- Sidewalks and Crosswalks
- Informal Sidewalks
- Fourth of July Parade Route
- Informal Vehicular Detour
- Truck Delivery Route
- Alley (parallel to Tolt)

ZONE 3 QUESTION

Are stronger connections needed on both sides of the street between the middle school and nearby parks (Tolt-MacDonald, Valley Memorial)?

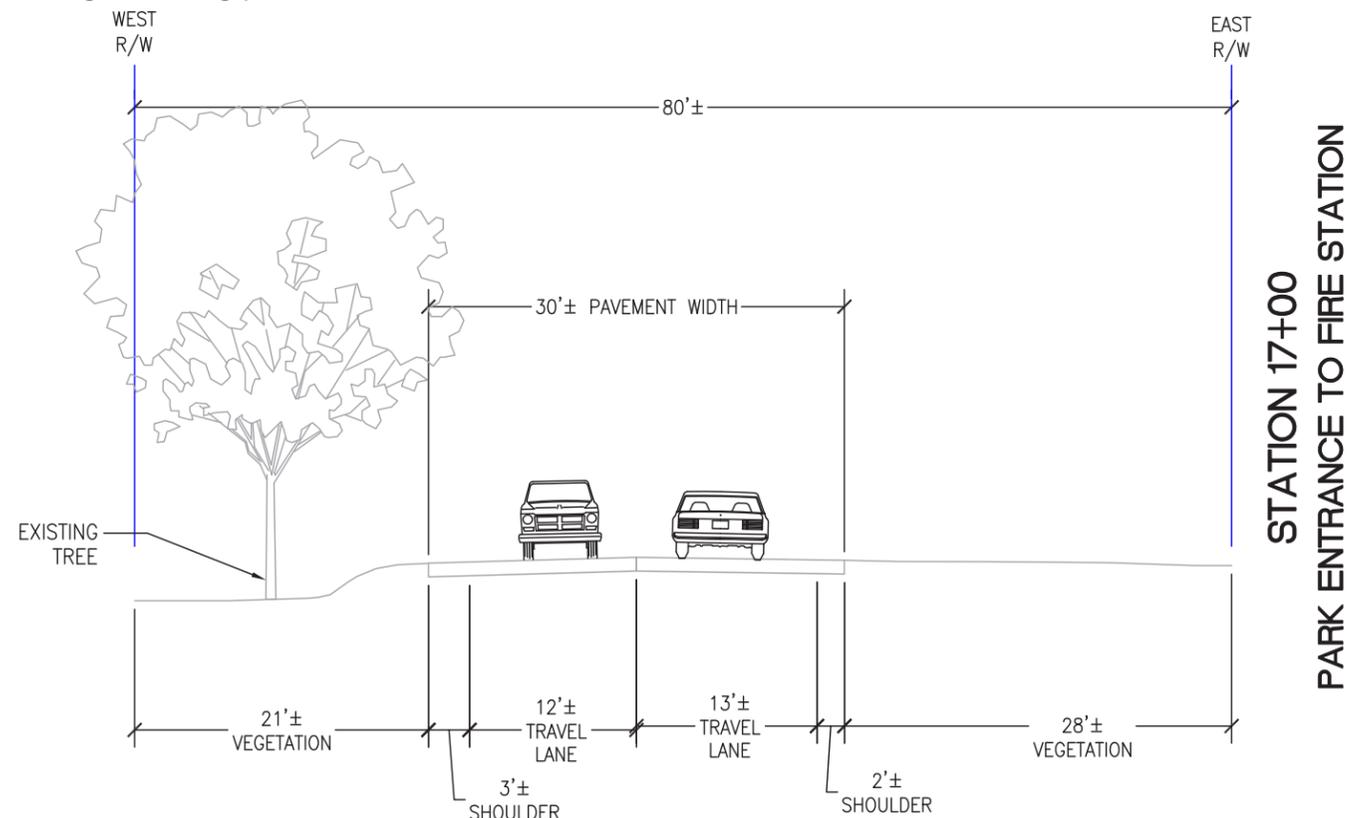
Tolt Middle School to 40th Street

Constraints and Issues:

- Parents park on the west side of the road during school events.
- No sidewalk on west side of the street.
- Very narrow secondary access to Valley Memorial Park.
- Drive at Christmas tree farm is very busy and difficult to exit during the season.
- 40th Street intersection (leading to Tolt Park) is difficult to exit on during soccer/sports season and weekends with Tolt Park use.
- WSDOT has indicated that a traffic signal at this location is unlikely.
- 40th Street has no sidewalks or street improvements into the Tolt Park.
- 40th Street also connects to industrial zoned area

Opportunities:

- Sidewalk on east side of the street connecting with crosswalk to Tolt Park.
- Seldom used parking lane on east side of the street in front of RV storage facility could be used to provide planted buffer between sidewalk and road and narrow road.
- Trees in front of school and across the street provide create friction and slow traffic.
- ROW on west side of road.
- Stone pillar marks entry into downtown and provides historical context.
- Christmas tree farm provides open space and views to the west.
- Significant deciduous tree on east side of the street in front of mobile home site provides scale and identity.
- Development of ROW on east side could be widened to provide sidewalk and plantings.
- Heritage Building provides historical context.





Tolt Avenue - Looking North from South School Entrance



Tolt Avenue - Looking Northeast to School



Tolt Avenue - Looking West to Carnation Tree Farm



Tolt Avenue - Looking East to Valley Memorial Park Entry



Tolt Avenue - Looking Northwest to Carnation Tree Farm

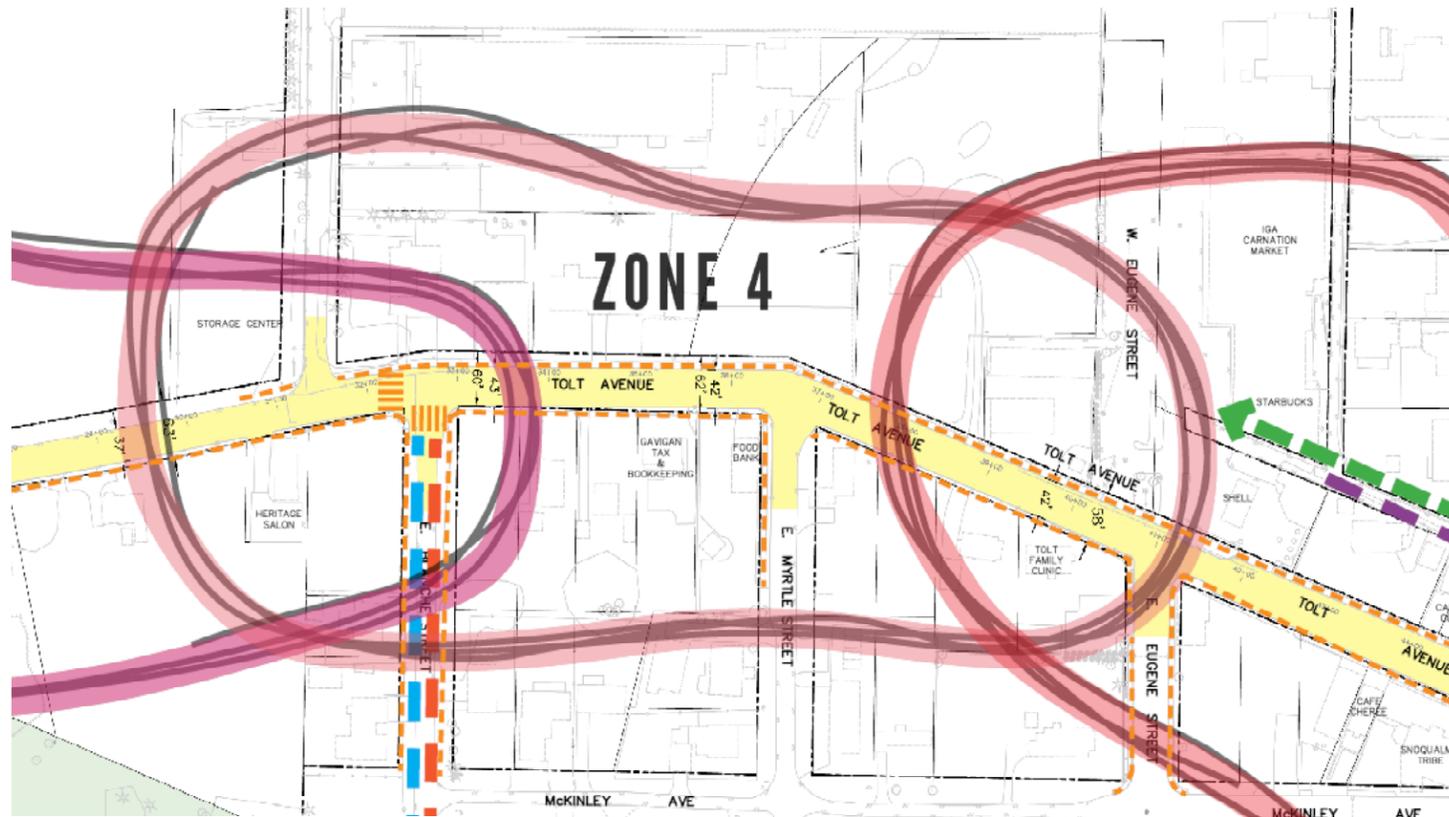


Tolt Avenue - Looking Northeast to Heritage Building



EX. CONDITIONS/ ANALYSIS ZONE 3

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ZONE 4



LEGEND

-  Analysis Zones
-  Sidewalks and Crosswalks
-  Informal Sidewalks
-  Fourth of July Parade Route
-  Informal Vehicular Detour
-  Truck Delivery Route
-  Alley (parallel to Tolt)

ZONE 4 QUESTION

Does this zone feel more a part of the downtown core or the last step in an entry sequence into town?

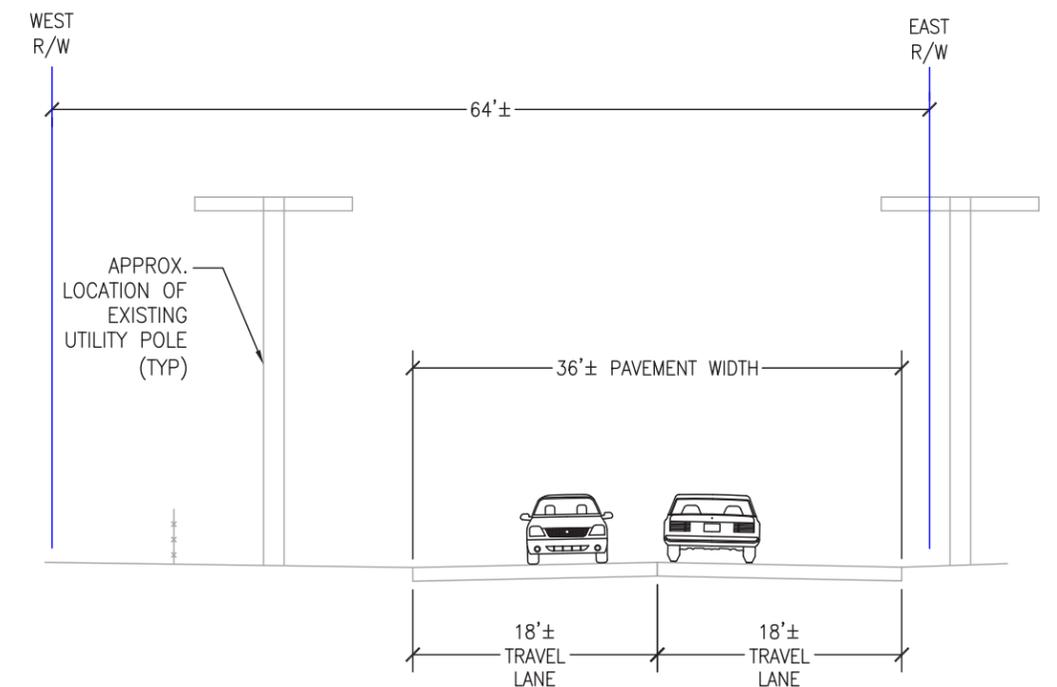
40th Street to Eugene Street

Constraints and Issues

- Wide road; lots of pavement.
- Close proximity of 40th and Blanche intersection creates potential traffic conflicts.
- New streetscape along Blanche has wide uninterrupted area of road and sidewalk paving.
- Difficult site clearance at intersection of Tolt and Myrtle creates dangerous traffic condition.
- Fencing in front of business opposite of Myrtle is visitor's first view of approaching downtown city core.

Opportunities

- Sidewalk on both east and west side of the street.
- Blanche streetscape newly installed with sidewalks, pedestrian lighting, and parallel parking on both sides of street.
- New ramps and crosswalk provide access across Tolt between 40th and Blanche.
- Blanche provides parade detour route on July 4th and informal detour to avoid traffic lights through city.
- Change of road alignment at Myrtle could slow traffic and signal approach to downtown core.
- Potential undergrounding of power through downtown core.



STATION 25+00
FIRE STATION TO NE 40TH STREET



Tolt Avenue - Looking North to 40th Street Intersection



Tolt Avenue - NE 40th Street Intersection



NE 40th Street - Looking West



E Blanch Street - Looking East



Tolt Avenue - Looking North

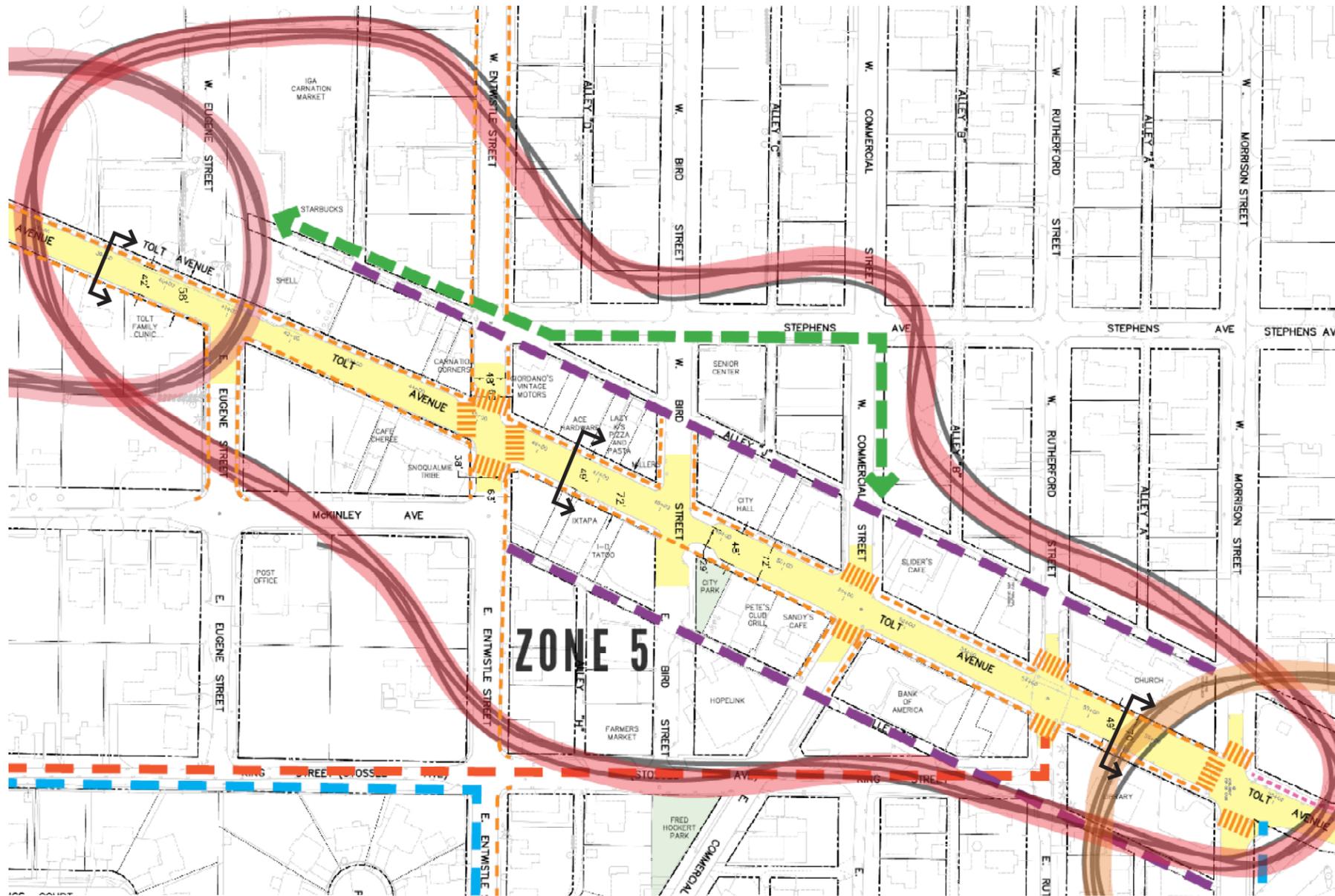


Tolt Avenue - Looking South



EX. CONDITIONS/ ANALYSIS ZONE 4

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June 12, 2012



LEGEND

-  Analysis Zones
-  Sidewalks and Crosswalks
-  Informal Sidewalks
-  Fourth of July Parade Route
-  Informal Vehicular Detour
-  Truck Delivery Route
-  Alley (parallel to Tolt)

ZONE 5 QUESTION

Would shifting some on-street parking from Tolt Avenue to the side streets to create a more pedestrian oriented streetscape be beneficial for achieving community goals?

Eugene St. to Morrison St. (Downtown Core)

Constraints and Issues:

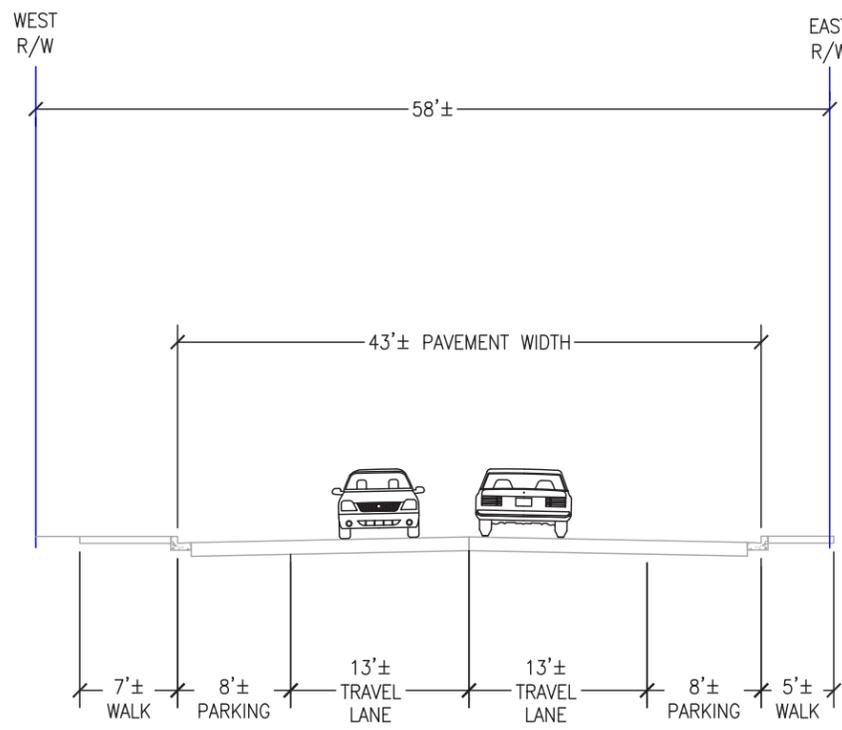
- Area in front of IGA Market and gas station is dominated by vehicular traffic areas and feels like a “free for all”.
- New curb bulbs are not connected with pedestrian crosswalks, create a hazard for bicyclists due to width, and lack plantings to help define ramp areas and soften streetscape.
- Street parking needs to be maximized in the downtown core area.
- Bird and Stossel provide parking for businesses in the area but also can allow parking to dominate area; much of this parking closes during events that setup in this area.
- Veterans building does not clearly fit into the identity of the Town Core.
- Long distances required to cross Morrison and Tolt Ave adjacent to the elementary school.

Opportunities:

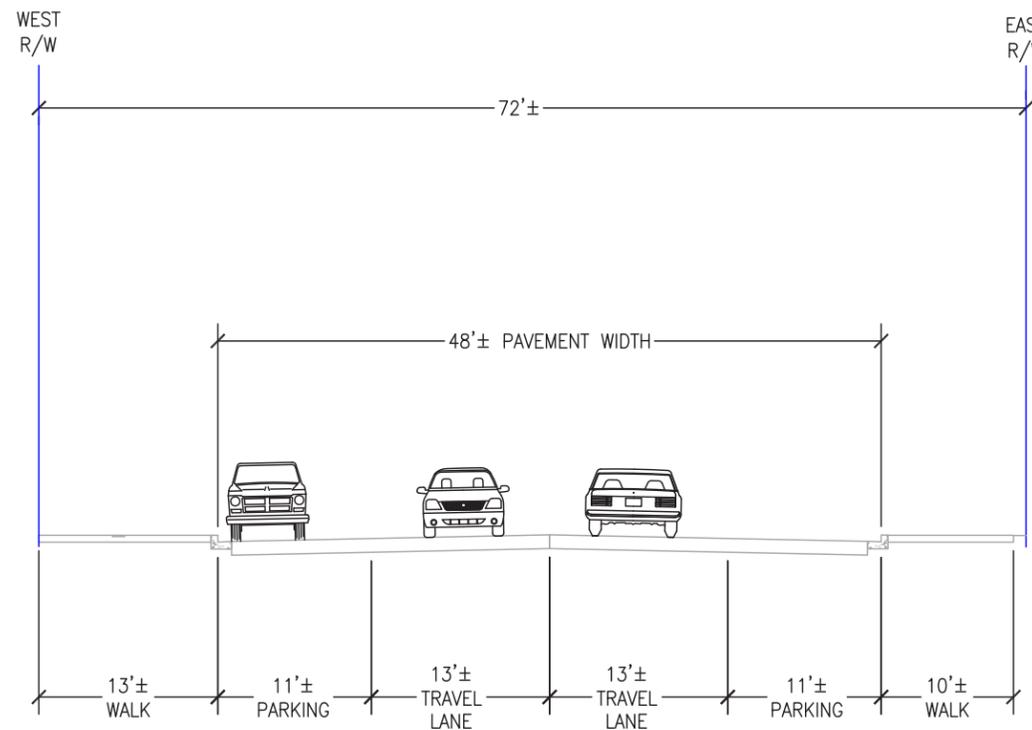
- IGA Carnation Market area, Post office and Tolt Family Clinic mark the beginning of Central Business District.
- Eugene has sidewalks and room for parking on both sides of the street and left hand turn lane.
- Existing storefronts start to orient to the sidewalk.
- New signal at Entwistle enables safe pedestrian crossings and slows traffic.
- Entwistle provides bicycle and pedestrian connections to regional trail and Tolt Park including sidewalks and gravel pedestrian path.
- Alley “J” west of Tolt offers truck delivery access to businesses. Alley “K” east of Tolt offers truck and delivery access to businesses, farmer’s market and “Town Core” area.
- Bird Street creates central axis for “Town Core”.
- Property at SE corner of Bird and Tolt could become extension of public open space.
- Fred Hockett play park could become more of an extension of the Town Core (but traffic on Stossel/King St. would need to be addressed)
- Commercial St. provides newly established truck route to IGA market.
- Plantings in front of Sandy’s café, and in block between Commercial and Rutherford soften streetscape and slow traffic.
- Trees in gravel in front of library soften streetscape, slow traffic and provide unique identity.
- Pedestrian signal, refuge islands and crosswalks at Morrison and Tolt can provide safe crossings and slow traffic and create a safe zone for children at library and Carnation Elementary School.



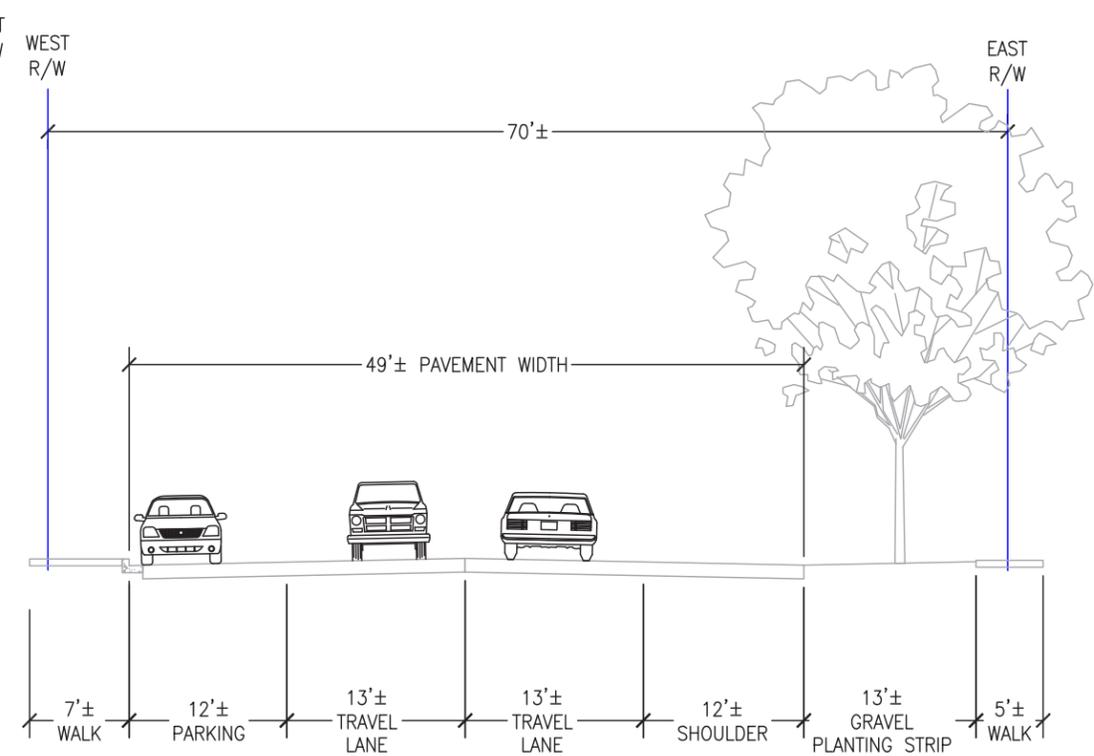
EX. CONDITIONS/ ANALYSIS ZONE 5



STATION 39+00
MYRTLE STREET TO ENTWISTLE STREET



STATION 46+50
ENTWISTLE STREET TO COMMERCIAL STREET



STATION 55+50
RUTHERFROD STREET TO MORRISON STREET



Tolt Avenue - Looking North to IGA



Tolt Avenue - Looking North near Myrtle Street Intersection



Tolt Avenue - Looking North from IGA



Tolt Avenue - Looking Northeast to Entwistle



Tolt Avenue - Looking North from Entwistle



Tolt Avenue - Looking North from Ace Hardware



W Bird Street - Looking West to Senior Center



E Bird Street - Looking East to Farmers Market



Tolt Avenue - Looking North from Commercial Street



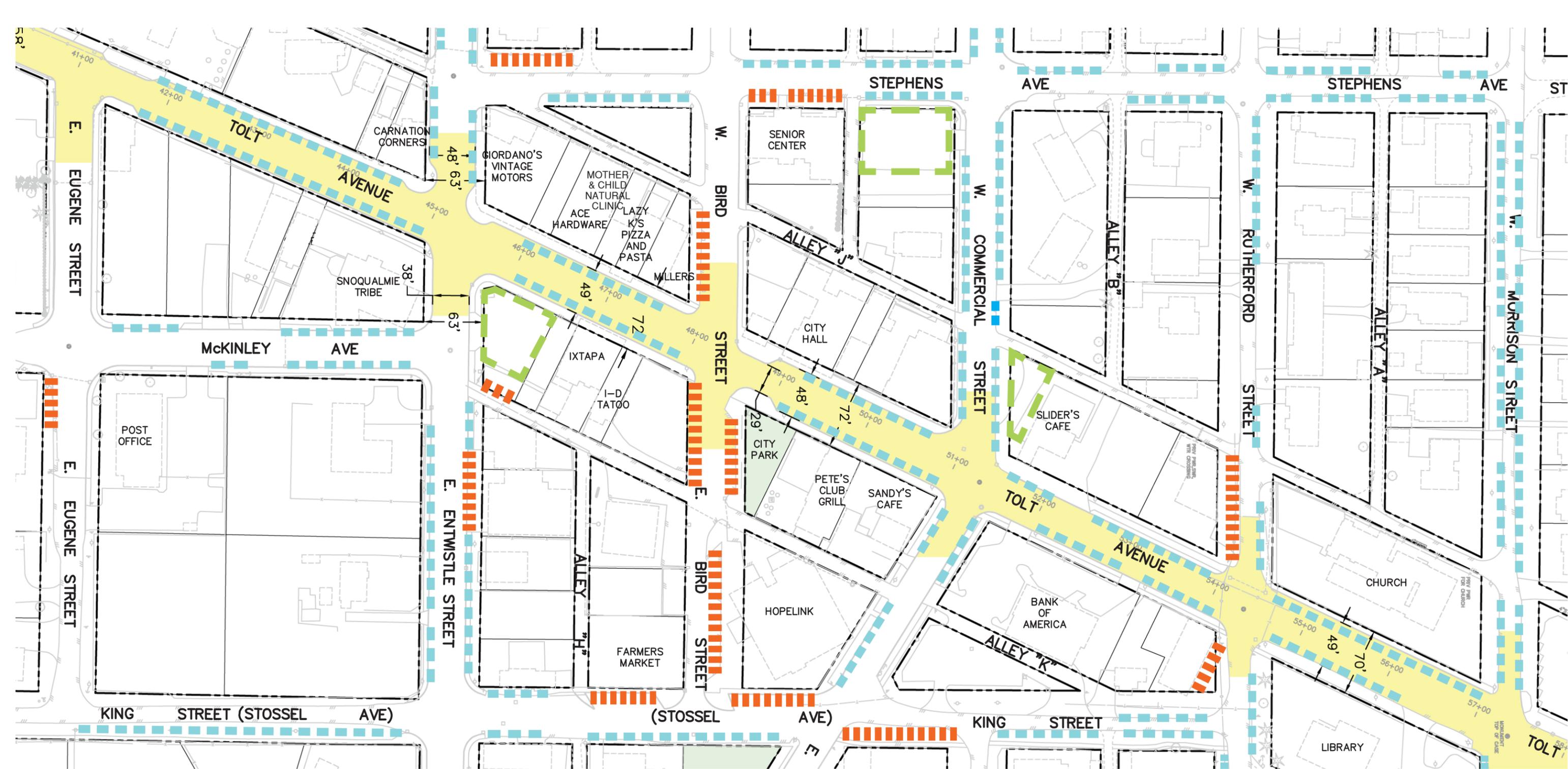
Tolt Avenue - Looking North to Library



Tolt Avenue - Looking North from Rutherford Street



Tolt Avenue - Looking North from Morrison Street

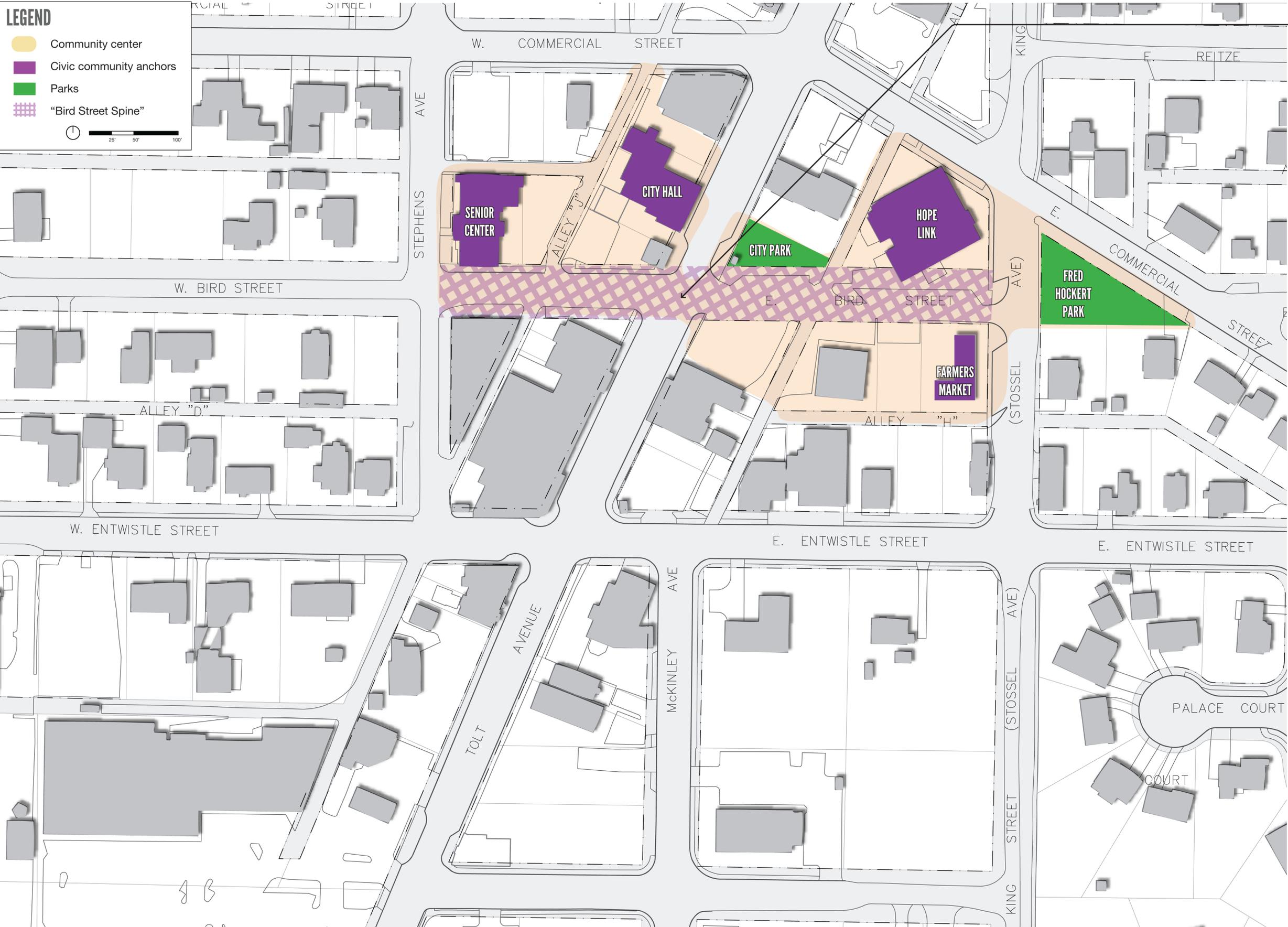


LEGEND

-  Parallel Parking
-  Angle Parking
-  Surface Parking Lot

LEGEND

- Community center
- Civic community anchors
- Parks
- "Bird Street Spine"



The "Bird Street Spine" offers a unique opportunity to create a focused Town Center

There are numerous options for development of civic buildings, open spaces for events, private buildings, etc. The key is to:

- Maintain pedestrian links
- Preserve flexibility on Bird Street right-of-way
- Design public spaces for multiple activities
- Minimize parking impacts
- Develop buildings with pedestrian orientation and open spaces on prominent corners



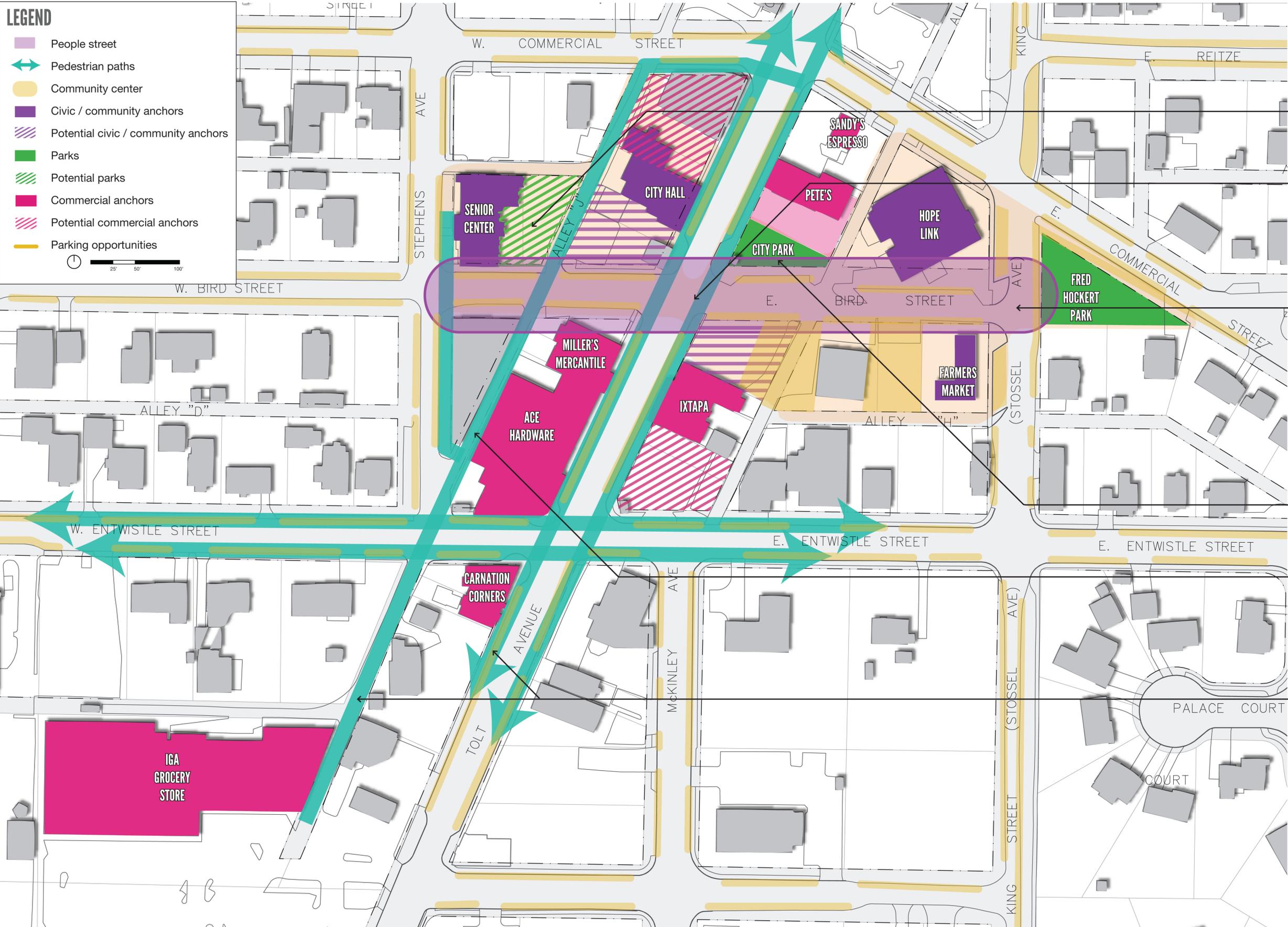
CIVIC ACTIVITIES AT TOWN CENTER

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June 12, 2012

LEGEND

- People street
- Pedestrian paths
- Community center
- Civic / community anchors
- Potential civic / community anchors
- Parks
- Potential parks
- Commercial anchors
- Potential commercial anchors
- Parking opportunities

Scale: 0 25' 50' 100'



Strengthen Tolt Avenue business core with new public and private development [+ +]

Consider best use opportunities for the open space at the senior center

A variety of options for public and private development exist along Bird Street. Make sure they are all "pedestrian friendly" and contribute to the Town Center

Design the "Bird Street Spine" as a "people street" that flexibly accommodates a variety of functions, such as:

- Pedestrian movement
- Parking
- Events

Consider curbside "festival street" or "woonerf" concepts

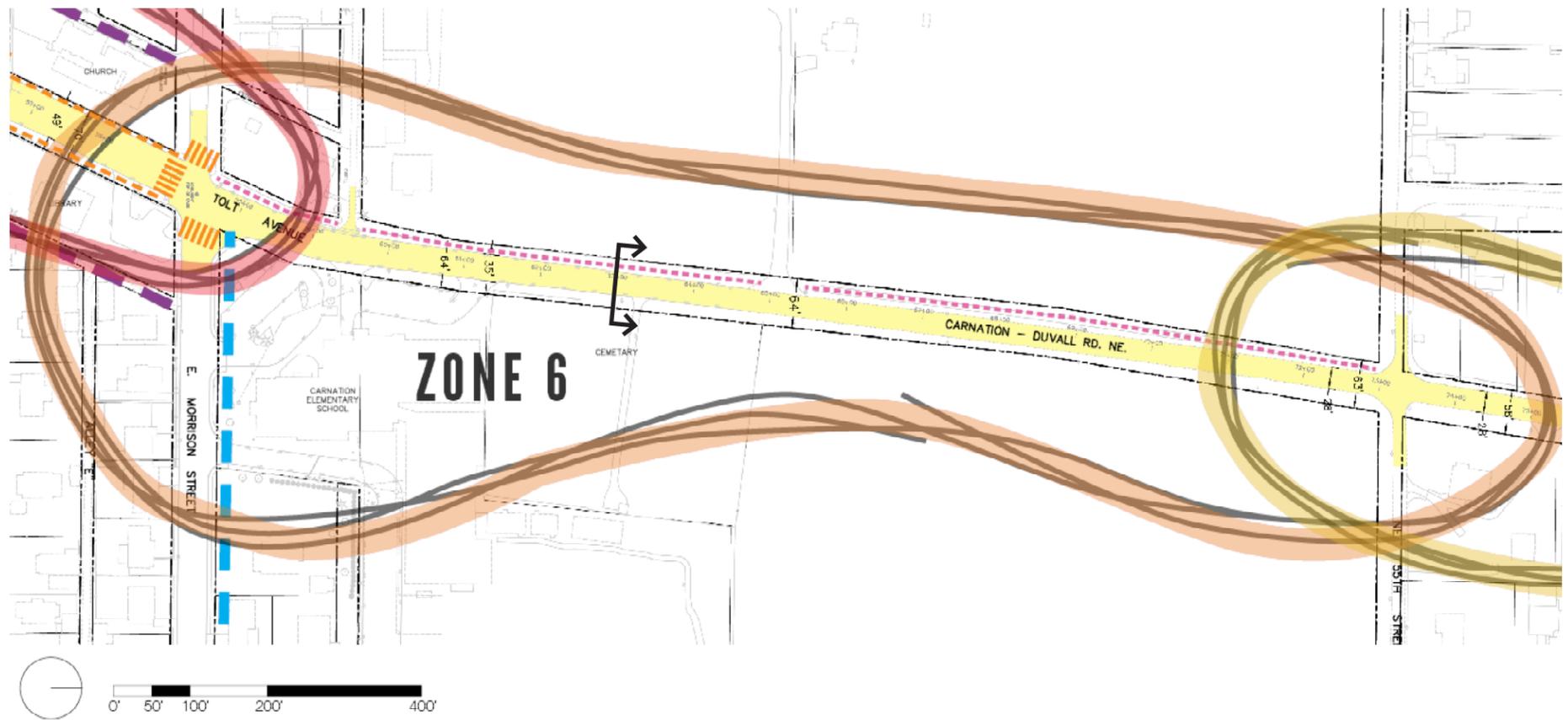
Consider how to make maximum use of open spaces

Use the alley as a connector. Maybe some restaurants and the senior center could feature outdoor seating, gardens, or other amenities along the alley

A pleasant connection to the grocery store is important



OPPORTUNITIES AROUND TOWN CENTER



LEGEND

- Analysis Zones
- Sidewalks and Crosswalks
- Informal Sidewalks
- Fourth of July Parade Route
- Informal Vehicular Detour
- Truck Delivery Route
- Alley (parallel to Tolt)

ZONE 6 QUESTION

Should the final Action Plan try to anticipate and address issues of future development in this zone?

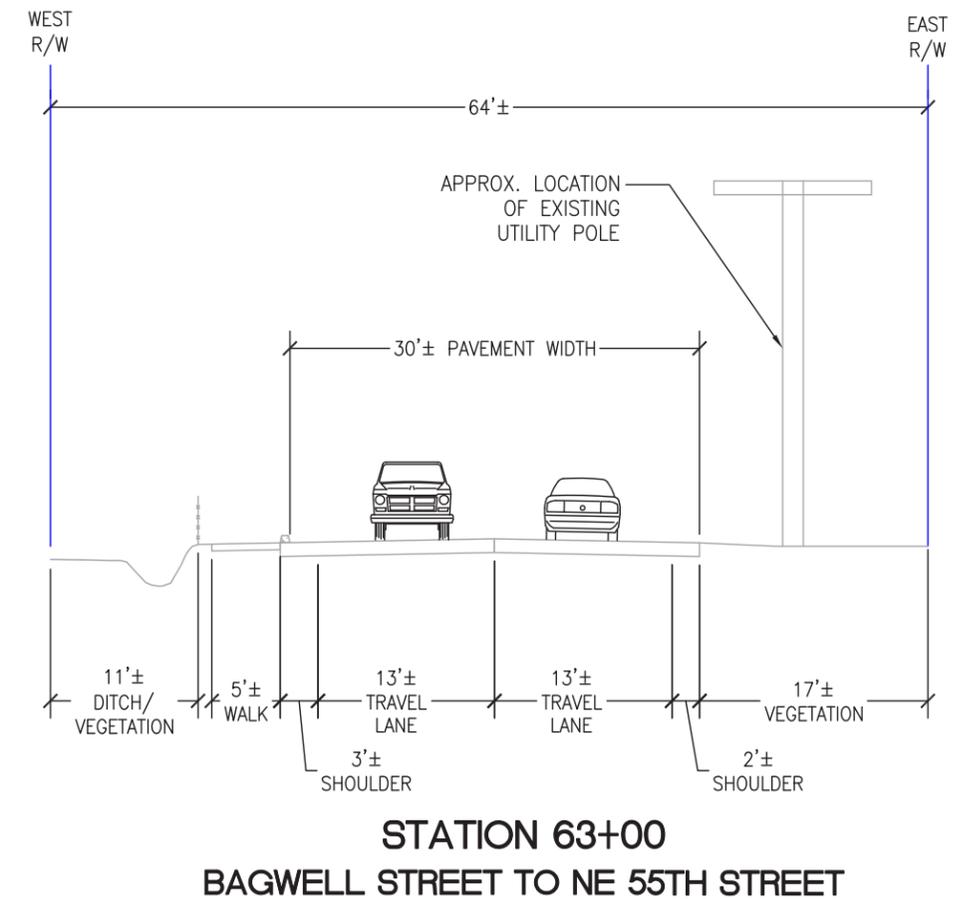
Morrison St to 55th St.

Constraints and Issues:

- Raised sidewalks end at Morrison on the west and east sides of Tolt. An at-road grade sidewalk continues along the west side to 55th.
- Area along road is zoned for Mixed Use. Consider open views.

Opportunities:

- Bend in road creates natural transition to downtown core. View of library when traveling south creates a landmark entry experience.
- Cemetery adds to bucolic feel of this area and preserves views to the east.
- Existing fields strengthen agricultural context.
- Stone historical pillar marks north entry to city.
- Area along road is zoned for Mixed Use. Opportunity to create sidewalk and strengthen store front character. And transition to City entry.
- 55th is backdoor entry to equestrian event. Opportunity to connect to downtown via 316th St. and Stewart.





Tolt Avenue - Looking North at West Side Pedestrian Path



Tolt Avenue - Looking North to W Morrison Street Intersection



Tolt Avenue - Looking North at Carnation Elementary School



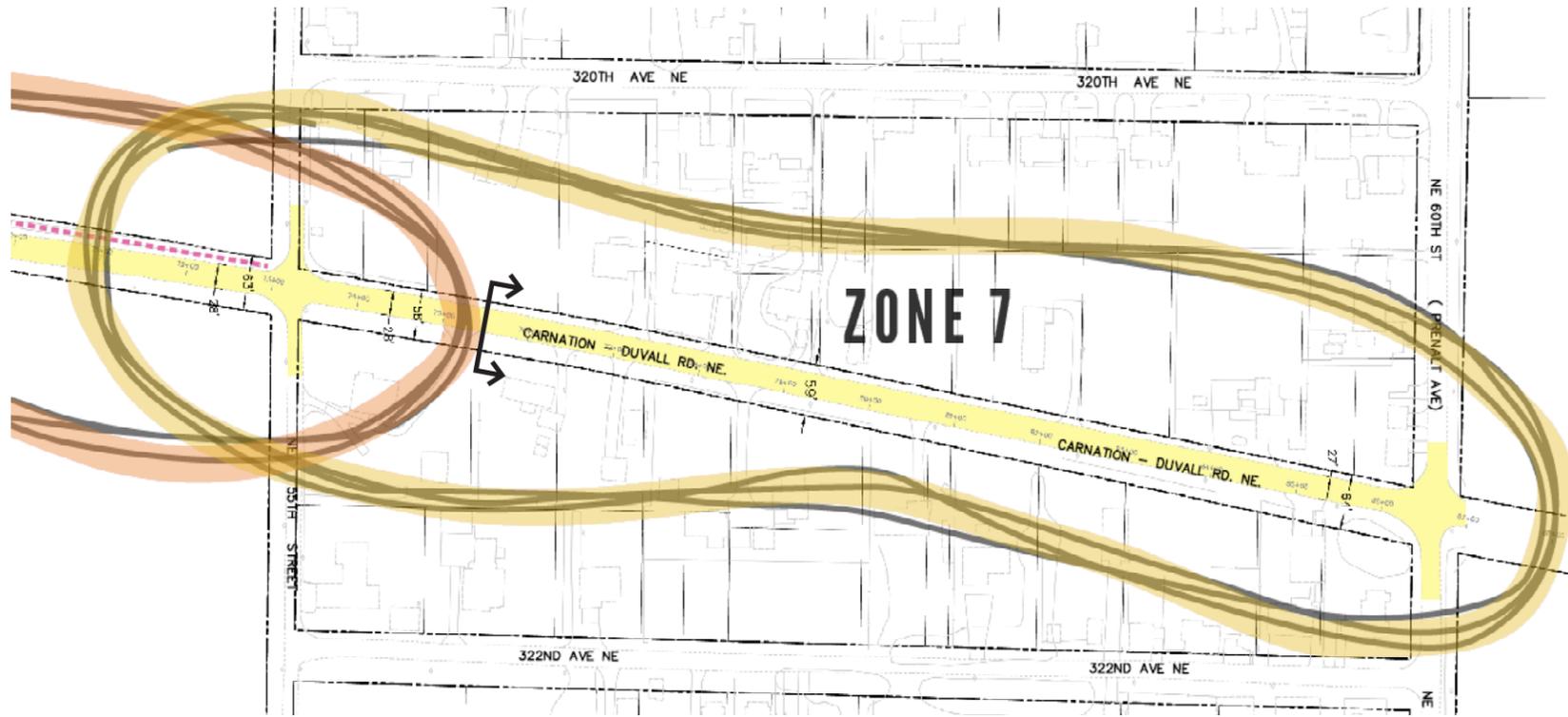
Tolt Avenue - Looking South



Tolt Avenue - Looking Northwest



Tolt Avenue - Looking Northeast at Cemetary



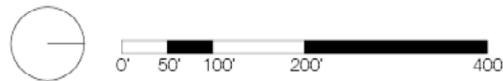
55th St to 60th Street

Constraints and Issues:

- Existing single family homes setback from road with vegetation along road limit views to east and west.

Opportunities

- Existing single family homes setback from road with vegetation along road create "friction" and slow traffic and accentuate reopening of views with approach to city.

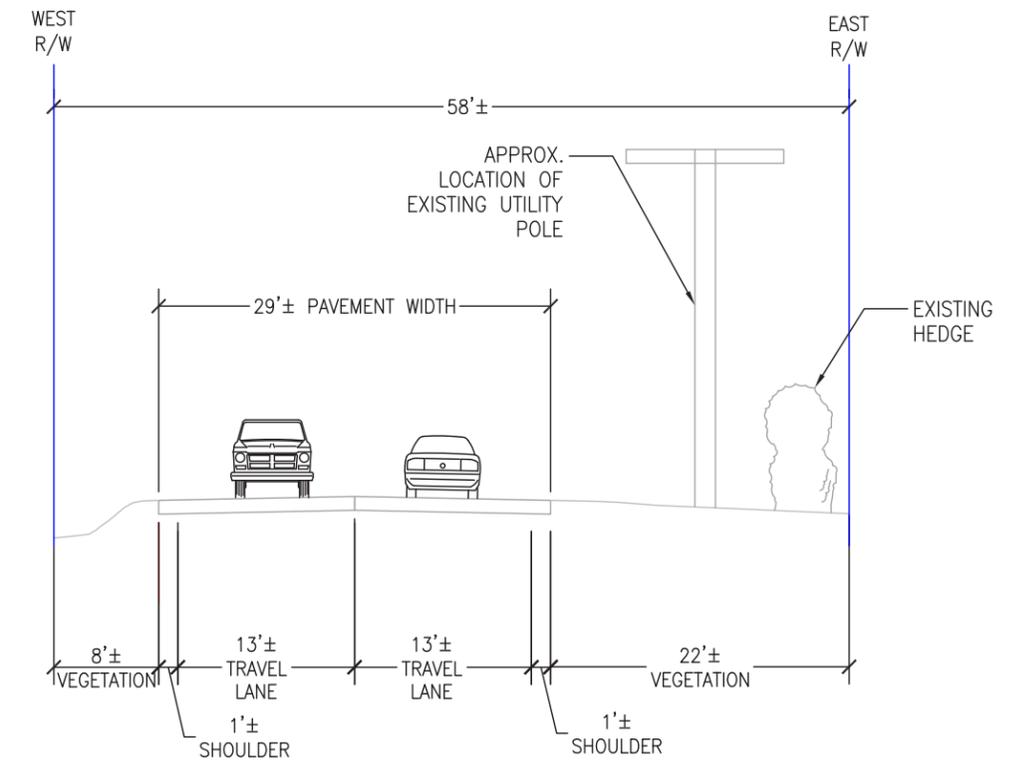


LEGEND

-  Analysis Zones
-  Sidewalks and Crosswalks
-  Informal Sidewalks
-  Fourth of July Parade Route
-  Informal Vehicular Detour
-  Truck Delivery Route
-  Alley (parallel to Tolt)

ZONE 7 QUESTION

Should this zone feel like part of the cohesive corridor or should it feel somehow separate?



STATION 75+50
NE 55TH STREET TO NE 60TH STREET



Tolt Avenue - Looking North from NW 55th Street



Tolt Avenue - Looking North



Tolt Avenue - Looking North



Tolt Avenue - Looking North at NE 60th Street Intersection



NE 60th Street - Looking West



NE 60th Street - Looking East



EX. CONDITIONS/ ANALYSIS ZONE 7

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