



CITY OF CARNATION

REGULAR MEETING OF THE CARNATION CITY COUNCIL

PROPOSED AGENDA

City Council:

Kim Lisk,
Mayor

Jim Ribail,
Deputy Mayor

Adair Hawkins

Tim Harris

Dustin Green

City Staff:

Bob Jean,
*Interim
City Manager*

Mary Madole,
City Clerk

Kelly Russell,
City Treasurer

Bill Ferry,
*Public Works
Superintendent*

Jorge Garcia,
City Engineer

Zach Lell,
City Attorney



Follow
[carnationwa](#)
on Twitter!



Find
[City of
Carnation](#)
on Facebook.

Subscribe to
receive City meeting
agendas by email at
carnationwa.gov

DATE: **SEPTEMBER 15, 2020**

HELD ONLINE WITH TEAMS

TIME: **7:00 PM**

<https://bit.ly/200915cc>

or **509.724.0556** or **833.827.2625** (Toll-Free), Conference ID: **942 768 127#**

CALL TO ORDER: Mayor Kimberly Lisk

PLEDGE OF ALLEGIANCE: Deputy Mayor Jim Ribail

ROLL CALL: City Clerk Mary Madole

APPROVAL OF AGENDA: Mayor Kimberly Lisk

CONSENT AGENDA:

- A. Approval of Minutes of the Special Meeting held August 29, 2020.
- B. Approval of Minutes of the Regular Meeting held September 1, 2020.
- C. Approval of Claims Check Vouchers numbered 35656 – 35693 in the amount of \$91,187.48. (*Claims vouchers and invoices to be reviewed by Deputy Mayor Ribail*)

REPORTS & REQUESTS: Mayor, City Council, & Council Committees.

STAFF & AFFILIATE REPORTS: City Manager, Department Heads, Other.

CITIZEN COMMENTS & REQUESTS: Comment on meeting agenda items or other issues of note or concern may be provided orally by joining/calling the online meeting or in writing to clerk@carnationwa.gov.

PUBLIC HEARING – AMENDMENTS TO COMPREHENSIVE PLAN AND LAND USE CODE: The Carnation City Council will hold an online public hearing to receive public comment regarding recommended ordinances amending Chapter 7 Transportation Element and Chapter 9 Capital Facilities Element of the Carnation Comprehensive Plan to adopt and incorporate by reference the City's 2021 Transportation Improvement Plan and the 2020 Riverview School District Capital Facilities Plan; and amending Chapter 15.32 CMC Non-Conforming Situations to modify the time limits for non-conforming situations specific to abandonment and discontinuance of use. The recommended ordinances are available for public review from the city clerk at Carnation City Hall.

The hearing is open to the public. All interested persons are encouraged to join the online public hearing and provide comments. Written comments should be submitted to clerk@carnationwa.gov by 4:00 PM on the date of the hearing. Any person wishing to provide oral testimony is encouraged to sign-in at least thirty (30) minutes before the start of the meeting by using the Chat tab in the online meeting application, email clerk@carnationwa.gov, or call (425) 549-0403.

AGENDA BILLS:

AB20-34 Ordinance. Amending Chapter 7 Transportation Element and Chapter 9 Capital Facilities Element of the Carnation Comprehensive Plan to adopt and incorporate by reference the City's 2021 Transportation Improvement Plan and the 2020 Riverview School District Capital Facilities Plan.

AB20-35 Ordinance. Amending Chapter 3.48 CMC School Impact Fees; revising the City's codified school impact fee schedule based upon the updated Capital Facilities Plan adopted by the Riverview School District and incorporated by reference into the Carnation Comprehensive Plan.

For inquires and/or assistance regarding how to use the City's online meeting format please visit <https://www.carnationwa.gov/teams>, email clerk@carnationwa.gov, or call (425) 549-0403.

AB20-36 Motion. Expressing a position of either support or opposition to proposed King County Charter Amendment No. 5, "Making the King County Sheriff an Appointed Position", that will be presented to the voters of King County at the November 3, 2020 general election as the following measure:

Shall the King County charter be amended to return the position of King County sheriff to an appointed position with a requirement for consideration of community stakeholder input during the selection process and to make the county executive responsible for bargaining working conditions with the department of public safety's represented employees? Yes No

AB20-37 Motion. Expressing a position of either support or opposition to proposed King County Charter Amendment No. 6, "Structure and Duties of the Department of Public Safety", that will be presented to the voters of King County at the November 3, 2020 general election as the following measure:

Shall the King County charter be amended so that the duties of the county sheriff and the structure and duties of the department of public safety are established by county ordinance and the county executive is responsible for bargaining working conditions with the department of public safety's represented employees? Yes No

AB20-38 Motion. Authorizing the City Manager to negotiate and execute a consultant agreement for Construction Management Services for the Tolt Avenue CBD Improvements Project.

AB20-39 Resolution. Approving the Final Plat for the subdivision known as Tolt Meadows 2 (No. LP18-0010).

ADDITIONAL BUSINESS & DISCUSSION ITEMS:

1. 2021 Salary Amendments for positions of City Planner and City Clerk.
2. Other.
3. Review of preliminary City Council meeting agenda items.

ADJOURNMENT.

CITY OF CARNATION

MINUTES OF THE SPECIAL CITY COUNCIL MEETING

August 29, 2020

CALL TO ORDER: Mayor Kimberly Lisk called the online special meeting of the Carnation City Council to order at 9:07 AM.

ROLL CALL: Mayor Kimberly Lisk, Deputy Mayor Jim Ribail, Councilmember Tim Harris, Councilmember Dustin Green, Councilmember Adair Hawkins, Interim City Manager Bob Jean, City Clerk Mary Madole, Treasurer Kelly Russell, and citizen in attendance.

FINANCE & BUDGET WORKSHOP: 2021 BUDGET GOALS. The Finance & Operations Committee reviewed the general fund's primary revenue sources and areas of significant expenditures. Interim City Manager Jean reviewed the Master Work Plan and status of goals including the Tolt Ave CBD Improvement Project and City Hall Replacement, and the funding needs and sources to accomplish those goals. Interim City Manager Jean also reviewed the City's programs for streets, sidewalks, and stormwater management; and the funding needs and revenue sources to maintain and improve that infrastructure. Treasurer Russell reviewed the revenue and expense forecasts through 2025. Interim City Manager Jean reviewed the responses to the 2020 Community Survey. Discussion took place about Councilmember pay; Interim City Manager Jean will look into a salary commission.

ADJOURNMENT: The special meeting adjourned by common consent at 1:15 PM.

Approved at the regular meeting of the Carnation City Council on September 15, 2020.

MAYOR, KIMBERLY LISK

CITY CLERK, MARY MADOLE

CITY OF CARNATION

MINUTES OF THE REGULAR CITY COUNCIL MEETING

September 1, 2020

- CALL TO ORDER:** Mayor Kimberly Lisk called the online regular meeting of the Carnation City Council to order at 7:00 PM. Councilmember Adair Hawkins led the Pledge of Allegiance.
- ROLL CALL:** Mayor Kim Lisk, Deputy Mayor Jim Ribail, Councilmember Tim Harris, Councilmember Dustin Green, Councilmember Adair Hawkins, Interim City Manager Bob Jean, City Clerk Mary Madole, Public Works Superintendent Bill Ferry, Treasurer Kelly Russell, and citizens were in attendance by audio/videoconference.
- APPROVAL OF AGENDA:** MOTION BY COUNCILMEMBER HAWKINS AND SECOND BY DEPUTY MAYOR RIBAIL TO APPROVE THE AGENDA AS PRESENTED. Agri-tourism restrictions; 2021 legislative priorities; the Snoqualmie Valley Trail crossing on Entwistle; the Community Survey; and CERT/emergency preparedness were added for discussion under other business. MOTION PASSED UNANIMOUSLY (5-0).
- CONSENT AGENDA:** MOTION BY DEPUTY MAYOR RIBAIL AND SECOND BY COUNCILMEMBER GREEN TO ADOPT THE CONSENT AGENDA AS PRESENTED. MOTION PASSED UNANIMOUSLY (5-0), THE FOLLOWING ITEMS WERE APPROVED:
- Minutes of the Regular City Council Meeting held August 18, 2020.
 - Claims Check Vouchers numbered 35640 – 35655 in the amount of \$70,323.91.
 - August 2020 Payroll Direct Deposits and Checks numbered 14381 – 14393 in the amount of \$91,233.52.
- REPORTS & REQUESTS:** Councilmember Hawkins reported that she met with PSRC to discuss their sidewalk inventory project and grant funding programs. She has also been discussing SR 203 safety concerns with WSDOT. She has received a complaint about speeding cars in Regal Glen.
- Deputy Mayor Green reported that he spoke with Riverview School District Business & Operations Director Meisha Robertson about the RSD Capital Facility Plan.
- Deputy Mayor Ribail reported that the Communications Committee met on August 20th and discussed the City’s identity statement and website upgrade.
- Mayor Lisk reported that she attended the Snoqualmie Valley Mayors Meeting earlier in the day and discussed 2021 legislative priorities with the state legislators.
- STAFF REPORTS:** Interim City Manager Jean reported that he has finished his staff report on the July 28th false alarm of the Tolt Dam Warning System which will be included in the upcoming special report newsletter. The plans and specs are complete for the Tolt Ave CBD Improvement Project and the City is selecting a construction management team. It is hoped that construction can start in January.
- Public Works Superintendent Ferry provided a report of department activities.
- Treasurer Russell reported that repair work in the skatebowl will begin soon. Fencing is being ordered for relocation of the dog park to Memorial Park. Signs have been received for off-Tolt parking during the CBD Improvements construction phase.
- CITIZENS COMMENTS & REQUESTS:** M’Liss Moon, Regal Street, is concerned about poor sight distance and visibility at the intersection of Entwistle at Tolt Avenue. Orange flags would help drivers see pedestrians.

CITY OF CARNATION

MINUTES OF THE REGULAR CITY COUNCIL MEETING

September 1, 2020

AGENDA BILLS:

AB20-31 – MOTION. MOTION BY DEPUTY MAYOR RIBAIL AND SECOND BY COUNCILMEMBER GREEN TO AUTHORIZE THE CITY MANAGER TO NOTIFY RECOLOGY THAT THE CITY IS EXERCISING ITS OPTION TO EXTEND THE COMPREHENSIVE GARBAGE, RECYCLABLES AND YARD DEBRIS COLLECTION CONTRACT FOR TWO (2) YEARS, THROUGH DECEMBER 2022. MOTION PASSED UNANIMOUSLY (5-0).

AB20-32 – ORDINANCE 931. AMENDING CHAPTER 15.40 CMC PERMISSIBLE USES. Mayor Lisk read the text of the proposed ordinance by title. MOTION BY COUNCILMEMBER HAWKINS AND SECOND BY DEPUTY MAYOR RIBAIL TO ADOPT AN ORDINANCE AMENDING CHAPTER 15.40 CMC PERMISSIBLE USES, FOR THE PURPOSE OF UPDATING AND AMENDING THE CITY’S TABLE OF PERMITTED USES.

CMC PERMISSIBLE USES. MOTION BY DEPUTY MAYOR RIBAIL AND SECOND BY COUNCILMEMBER GREEN TO AMEND THE RECOMMENDED ORDINANCE AND REJECT THE CHANGE TO SECTION 15.40.020, AND DIRECT THE CITY CLERK TO MAKE THE ASSOCIATED REVISIONS TO THE PROPOSED CHANGES IN THE TABLE OF PERMITTED USES. MOTION PASSED UNANIMOUSLY (5-0).

MOTION AS AMENDED PASSED UNANIMOUSLY (5-0), Ordinance No. 931 assigned.

AB20-32 – ORDINANCE 932. 2020 BUDGET AMENDMENT. Mayor Lisk read the text of the proposed ordinance by title. MOTION BY DEPUTY MAYOR RIBAIL AND SECOND BY COUNCILMEMBER HARRIS TO ADOPT AN ORDINANCE AMENDING SECTION ONE OF ORDINANCE NO. 929 AND THE ADOPTED 2020 ANNUAL BUDGET. MOTION PASSED UNANIMOUSLY (5-0), Ordinance No. 932 assigned.

ADDITIONAL BUSINESS & DISCUSSION ITEMS: Review of Planning Board recommendation for amendments to Carnation Comprehensive Plan Chapters 7 Transportation Element & 9 Capital Facilities Element, and Chapter 15.32 CMC Non-Conforming Situations: Interim City Manager Jean reviewed the recommended amendment to non-conforming use code intended to extend the time for property owners of non-conforming SFRs in the MU and R24 zones to retain their use in the event of an unforeseen change in circumstances. City Clerk Madole reviewed the recommended amendments to the Comprehensive Plan to adopt and incorporate by reference the City’s Transportation Improvement Plan and the Riverview School District Capital Facilities Plan.

Other: Deputy Mayor Ribail noted that the Community Survey had a great response rate. He would like to discuss 2021 legislative priorities and start working on that with other cities and SVGA. He would also like to ask King County to install a rapid flashing beacon at the Snoqualmie Valley Trail crosswalk on Entwistle Street to improve safety. Councilmember Hawkins reported that she met with CERT earlier in the day and discussed emergency preparedness and evacuation. Councilmember Green reported that the governor has put many restrictions on agri-tourism due to COVID-19.

The Councilmembers reviewed and discussed the preliminary agenda items for upcoming meetings.

ADJOURNMENT: There being no further business before the City Council the meeting adjourned by common consent at 8:18 PM.

Approved at the regular meeting of the Carnation City Council on September 15, 2020.

CITY OF CARNATION

MINUTES OF THE REGULAR CITY COUNCIL MEETING

September 1, 2020

MAYOR, KIMBERLY LISK

CITY CLERK, MARY MADOLE

CITY OF CARNATION
CLAIMS VOUCHER
CERTIFICATION AND APPROVAL

We, the undersigned members of the Carnation City Council, do hereby attest that claims check numbers **35656** through **35693** in the amount of **\$91,187.48** have been approved for payment by motion of the Carnation City Council at a regular meeting this 15th day of September, 2020.

<u>FUND#</u>	<u>FUND NAME</u>	<u>PURPOSE</u>	<u>AMOUNT</u>
001	GENERAL	ACCOUNTS PAYABLE	\$ 20,043.73
101	STREET	Sep-20	\$ 2,555.16
106	CEMETERY		\$ 17.86
107	EQUIPMENT REPLACEMENT		\$ -
108	PARK DEVELOPMENT		\$ -
109	TRAFFIC IMPACT FEE		\$ -
201	LTGO BOND REDEMPTION FUND		\$ -
301	CAPITAL IMPROVEMENT		\$ 1,489.80
401	WATERWORKS OPERATING		\$ 59,873.84
402	WATER CAPITAL REPLACEMENT		\$ 6,967.73
404	WATER BOND REDEMPTION		\$ -
406	LANDFILL ASSURANCE		\$ 10.72
407	SEWER DEBT SERVICE		\$ -
408	SEWER CAPITAL PROJECTS		\$ -
633	TRUST		\$ 228.64
		TOTAL CLAIMS	\$ 91,187.48

Jim Ribail, Deputy Mayor
 Finance & Operations Committee

Invoices, Register & Voucher Review by:

Jim Ribail, Deputy Mayor

/ /
 Date

Tim Harris, Councilmember
 Finance & Operations Committee

Pursuant to CMC 3.12.030, the blanket voucher is to be signed by at least two members of the council committee after council approval.



Voucher Directory

Fiscal : 2020 - September
Council Date : 2020 - September - Sep 15 Claims

Vendor	Number	Reference	Account Number	Description	Amount
ALL STAR Heating & Air Conditioning	35659			2020 - September - Sep 15 Claims	
		8012525			
			001-000-518-10-48-00	City Hall R&M	\$172.01
			001-000-558-50-48-00	City Hall R&M	\$99.58
			101-000-518-10-48-01	City Hall R&M	\$38.48
			401-000-518-30-48-01	City Hall R & M	\$255.75
		Total 8012525			\$565.82
	Total 35659				\$565.82
Total ALL STAR Heating & Air Conditioning					\$565.82
AM TEST, INC	35660			2020 - September - Sep 15 Claims	
		117284			
			401-000-534-60-41-03	Water Testing	\$100.00
		Total 117284			\$100.00
	Total 35660				\$100.00
Total AM TEST, INC					\$100.00
CARNATION CORNERS	35661			2020 - September - Sep 15 Claims	
		Carnation Corners KC COVID19 SBA Grant			
			001-000-514-60-41-19	KC COVID 19 SBA Grant Awards	\$1,000.00
		Total Carnation Corners KC COVID19 SBA Grant			\$1,000.00
	Total 35661				\$1,000.00
Total CARNATION CORNERS					\$1,000.00
Carnation Post Office ~ Utility Bills	35656			2020 - September - Sep 15 Claims	
		Sep2020Bills			
			001-000-518-10-42-01	Communications: Postage	\$37.70
			401-000-538-10-42-01	Communications: Postage	\$339.34
		Total Sep2020Bills			\$377.04
	Total 35656				\$377.04
Total Carnation Post Office ~ Utility Bills					\$377.04

Vendor	Number	Reference	Account Number	Description	Amount
CENTURYLINK					
	35662			2020 - September - Sep 15 Claims	
		300566073/0920			
			001-000-518-10-42-02	Communications: Telephone	\$26.52
			001-000-558-50-42-02	Communications: Telephone	\$15.35
			001-406-521-20-42-02	Communications/Telephone	\$35.11
			101-000-543-30-42-02	Communications/Telephone	\$5.93
			401-000-538-10-42-02	Communications: Telephone	\$39.43
		Total 300566073/0920			\$122.34
	Total 35662				\$122.34
Total CENTURYLINK					\$122.34
Comcast					
	35663			2020 - September - Sep 15 Claims	
		106430196			
			001-000-518-10-42-02	Communications: Telephone	\$142.42
			001-000-558-50-42-02	Communications: Telephone	\$82.45
			101-000-542-40-42-02	Communications/Telephone	\$0.94
			101-000-543-30-42-02	Communications/Telephone	\$30.92
			401-000-538-10-42-02	Communications: Telephone	\$211.76
		Total 106430196			\$468.49
	Total 35663				\$468.49
Total Comcast					\$468.49
Costco Wholesale					
	35664			2020 - September - Sep 15 Claims	
		2020 Costco Renewal			
			001-000-518-90-49-00	Miscellaneous Dues & Fees	\$30.00
			001-000-558-50-49-02	Dues/Memberships	\$30.00
			101-000-543-30-49-01	Dues/subscriptions	\$30.00
			401-000-538-18-49-01	Annual Dues/Memberships	\$30.00
		Total 2020 Costco Renewal			\$120.00
	Total 35664				\$120.00
Total Costco Wholesale					\$120.00
Daily Journal of Commerce					
	35665			2020 - September - Sep 15 Claims	
		3360431			
			CM Services Tolt Ave		
			301-000-543-10-41-05	Prof Svc: Legal/Engineering	\$512.40
		Total 3360431			\$512.40
	Total 35665				\$512.40
Total Daily Journal of Commerce					\$512.40

Vendor	Number	Reference	Account Number	Description	Amount
Duvall Auto Parts					
	35666			2020 - September - Sep 15 Claims	
		5204-521889			
			001-000-576-80-31-00	Operating Supplies	\$10.72
			101-000-542-30-31-00	Operating Supplies	\$10.72
			101-000-542-40-31-00	OP Supplies-Storm Drainage	\$10.72
			106-000-536-20-31-00	Operating Supplies	\$10.73
			401-000-534-80-31-00	Operating Supplies	\$10.72
			401-000-535-80-31-00	Operation Supplies	\$10.72
			406-000-537-30-31-00	Office/Operating Supplies	\$10.72
		Total 5204-521889			\$75.05
	Total 35666				\$75.05
Total Duvall Auto Parts					
					\$75.05
GOVERNMENT BRANDS SHARED SERVICES					
	35667			2020 - September - Sep 15 Claims	
		INV15737			
			City Website Upgrade		
			001-000-518-10-42-04	Communications: I-NET,Wan,Web	\$1,675.00
			001-000-558-50-42-04	Communications: INET/Web	\$1,206.00
			101-000-543-30-42-04	Communications: INET/Web	\$469.00
			401-000-538-10-42-04	Communications: INET/Web	\$3,350.00
		Total INV15737			\$6,700.00
	Total 35667				\$6,700.00
Total GOVERNMENT BRANDS SHARED SERVICES					
					\$6,700.00
GreatAmerica Financial Svcs					
	35658			2020 - September - Sep 15 Claims	
		27643817			
			001-000-518-10-45-01	Postage Meter	\$160.30
			001-000-558-50-45-01	Postage Meter Lease	\$108.06
			101-000-543-30-45-01	Postage Meter Lease	\$42.75
			401-000-538-10-45-01	Postage Meter Lease	\$282.61
		Total 27643817			\$593.72
	Total 35658				\$593.72
Total GreatAmerica Financial Svcs					
					\$593.72
HEMISPHERE SOLUTIONS					
	35668			2020 - September - Sep 15 Claims	
		3604			
			001-000-518-10-41-04	Computer Network Support	\$63.84
			001-000-558-50-41-04	Computer Network Support	\$36.96
			101-000-542-40-41-05	Computer Network Support	\$0.42
			101-000-543-10-41-04	Computer Network Support	\$13.86

Vendor	Number	Reference	Account Number	Description	Amount
			401-000-538-10-41-06	Computer Network Support	\$94.92
		Total 3604			\$210.00
	Total 35668				\$210.00
Total HEMISPHERE SOLUTIONS					\$210.00
HNTB Corporation					
	35669			2020 - September - Sep 15 Claims	
		012-74731-DS-001/002/003 Tasks 2 & 3			
			001-000-558-60-41-07	Cost Recovery Engineering	\$2,653.77
			402-245-594-34-41-01	Design/Engineering	\$6,967.73
		Total 012-74731-DS-001/002/003 Tasks 2 & 3			\$9,621.50
	Total 35669				\$9,621.50
Total HNTB Corporation					\$9,621.50
InvoiceCloud					
	35670			2020 - September - Sep 15 Claims	
		1354-2020_8			
			001-000-514-20-41-05	Electronic Payment Processing Fees	\$72.06
			401-000-514-20-41-05	Electronic Payment Processing Fees	\$648.59
		Total 1354-2020_8			\$720.65
	Total 35670				\$720.65
Total InvoiceCloud					\$720.65
Ixtapa Carnation, Inc.					
	35671			2020 - September - Sep 15 Claims	
		Ixtapa KC COVID 19 SBA Grant			
			001-000-514-60-41-19	KC COVID 19 SBA Grant Awards	\$1,000.00
		Total Ixtapa KC COVID 19 SBA Grant			\$1,000.00
	Total 35671				\$1,000.00
Total Ixtapa Carnation, Inc.					\$1,000.00
KC Finance - Radio Comm Services					
	35672			2020 - September - Sep 15 Claims	
		16288			
				August Services	
			001-000-525-60-49-00	Emergency Radio Service Fee	\$31.76
			101-000-525-60-49-00	Emergency Radio Service Fee	\$31.76
			401-000-525-60-49-00	Emergency Radio Service Fee	\$63.54
		Total 16288			\$127.06
	Total 35672				\$127.06
Total KC Finance - Radio Comm Services					\$127.06

Vendor	Number	Reference	Account Number	Description	Amount
KC Finance - Sewer Facility Ops					
	35673			2020 - September - Sep 15 Claims	
		30029917			
			401-000-535-60-41-20	KC Facility Operating Costs	\$53,353.41
		Total 30029917			\$53,353.41
	Total 35673				\$53,353.41
Total KC Finance - Sewer Facility Ops					
\$53,353.41					
Kim Lisk					
	35674			2020 - September - Sep 15 Claims	
		8/29/20 Finance Retreat Reimbursement			
			001-000-511-60-43-02	Meals ~ SCA, SVGA, Etc	\$65.60
			001-000-513-10-43-02	Meals ~ SCA, SVGA, CM, Etc	\$13.13
			001-000-514-20-43-02	Meals	\$26.26
		Total 8/29/20 Finance Retreat Reimbursement			\$104.99
	Total 35674				\$104.99
Total Kim Lisk					
\$104.99					
King County Sheriff's Office ~ Contracted Services					
	35675			2020 - September - Sep 15 Claims	
		20-0474			
			001-406-521-10-41-21	Police Services ~ Special Ops/Emphasis Patrol	\$652.75
		Total 20-0474			\$652.75
	Total 35675				\$652.75
Total King County Sheriff's Office ~ Contracted Services					
\$652.75					
KISHKAN ENTERPRISES, LLC dba PETE's CLUB GRILL					
	35676			2020 - September - Sep 15 Claims	
		Pete's Club KC COVID19 SBA Grant			
			001-000-514-60-41-19	KC COVID 19 SBA Grant Awards	\$1,000.00
		Total Pete's Club KC COVID19 SBA Grant			\$1,000.00
	Total 35676				\$1,000.00
Total KISHKAN ENTERPRISES, LLC dba PETE's CLUB GRILL					
\$1,000.00					
KRISTY SCHWETZ					
	35677			2020 - September - Sep 15 Claims	
		190001.0 Refund			
				Final Utility Overpayment	
			633-000-589-90-01-00	Utility Bill Refund	\$228.64
		Total 190001.0 Refund			\$228.64
	Total 35677				\$228.64
Total KRISTY SCHWETZ					
\$228.64					

Vendor	Number	Reference	Account Number	Description	Amount
Lynn Moberly	35678			2020 - September - Sep 15 Claims	
		Aug'20 Prosecution Services			
			001-406-515-41-41-02	Legal/Prosecutor	\$1,321.74
		Total Aug'20 Prosecution Services			\$1,321.74
	Total 35678				\$1,321.74
Total Lynn Moberly					\$1,321.74
McCARTHY & CAUSSEAU	35679			2020 - September - Sep 15 Claims	
		9053-00M-14			
				Tolt Meadows II	
			001-000-515-41-41-04	Legal Fees - Cost Recovery	\$3,925.00
		Total 9053-00M-14			\$3,925.00
	Total 35679				\$3,925.00
Total McCARTHY & CAUSSEAU					\$3,925.00
Mountain Mist	35680			2020 - September - Sep 15 Claims	
		003662962			
			001-000-518-10-31-00	Office/Operating Supplies	\$6.80
			001-000-558-50-31-00	Office/Operating Supplies	\$4.89
			101-000-543-30-31-00	Office/Operating Supplies	\$1.03
			106-000-536-20-31-00	Operating Supplies	\$0.15
			401-000-538-10-31-00	Office/Operating Supplies	\$12.89
		Total 003662962			\$25.76
	Total 35680				\$25.76
Total Mountain Mist					\$25.76
Office Depot	35681			2020 - September - Sep 15 Claims	
		118064581001			
			001-000-518-10-31-19	COVID Supplies	\$26.01
			001-000-558-50-31-19	COVID Supplies	\$15.06
			101-000-542-40-31-19	COVID Supplies	\$0.17
			101-000-543-30-31-19	COVID Supplies	\$5.65
			401-000-538-10-31-19	COVID Supplies	\$38.67
		Total 118064581001			\$85.56
	Total 35681				\$85.56
Total Office Depot					\$85.56

Vendor	Number	Reference	Account Number	Description	Amount
Puget Sound Energy	35682			2020 - September - Sep 15 Claims	
		300000001242/0920			
			101-000-542-63-47-00	Street Lighting	\$1,673.99
		Total 300000001242/0920			\$1,673.99
	Total 35682				\$1,673.99
Total Puget Sound Energy					\$1,673.99
SEATTLE SANITIZER	35683			2020 - September - Sep 15 Claims	
		1751			
				Playgroud COVID Sanitizer	
			001-000-576-80-31-19	COVID Supplies	\$486.53
		Total 1751			\$486.53
	Total 35683				\$486.53
Total SEATTLE SANITIZER					\$486.53
Sno-Valley Senior Center	35684			2020 - September - Sep 15 Claims	
		SVSC KC COVID19 SBA ED Program			
			001-000-514-60-41-19	KC COVID 19 SBA Grant Awards	\$1,000.00
		Total SVSC KC COVID19 SBA ED Program			\$1,000.00
	Total 35684				\$1,000.00
Total Sno-Valley Senior Center					\$1,000.00
Sound Publishing, Inc	35685			2020 - September - Sep 15 Claims	
		SVR904922			
				Anderson/Cheney Appeal	
			001-000-558-60-41-12	Administrative Appeal	\$379.79
		Total SVR904922			\$379.79
		SVR904942			
				PH CH15	
			001-000-511-30-41-02	Legal Notices: Planning	\$254.50
		Total SVR904942			\$254.50
		SVR905515			
				Ord 930	
			001-000-511-30-41-00	Legal Notices: Council	\$75.10
		Total SVR905515			\$75.10
		SVR905553			
				PH CH15	
			001-000-511-30-41-02	Legal Notices: Planning	\$334.23
		Total SVR905553			\$334.23

Vendor	Number	Reference	Account Number	Description	Amount
		SVR906142			
			SPR20-0001 & DR20-0001		
			001-000-511-30-41-01	Legal Notices: Cost Recovery	\$203.24
		Total SVR906142			\$203.24
		SVR906145			
			SHP20-0001		
			001-000-511-30-41-01	Legal Notices: Cost Recovery	\$137.75
		Total SVR906145			\$137.75
		SVR906149			
			ECF20-003		
			001-000-511-30-41-02	Legal Notices: Planning	\$120.66
		Total SVR906149			\$120.66
	Total 35685				\$1,505.27
Total Sound Publishing, Inc					\$1,505.27
the WIDE FORMAT company					
35688					
			2020 - September - Sep 15 Claims		
	124953				
			Plotter Paper		
			001-000-518-10-31-00	Office/Operating Supplies	\$61.20
	Total 124953				\$61.20
	Total 35688				\$61.20
Total the WIDE FORMAT company					\$61.20
Traffic Signs Inc					
35689					
			2020 - September - Sep 15 Claims		
	18675				
			CBD Parking Signage		
			301-000-558-70-41-07	Port of Seattle Economic Development Partnership Grant	\$977.40
	Total 18675				\$977.40
	18681				
			Tennis Court Signage		
			001-000-576-80-31-00	Operating Supplies	\$114.03
	Total 18681				\$114.03
	Total 35689				\$1,091.43
Total Traffic Signs Inc					\$1,091.43
UNITED SITE SERVICES					
35690					
			2020 - September - Sep 15 Claims		
	114-10814480				
			Memorial Park Sanican		
			001-000-576-80-31-19	COVID Supplies	\$135.25
			001-000-576-80-41-01	Prof Svc - Sanican	\$229.99
	Total 114-10814480				\$365.24

Vendor	Number	Reference	Account Number	Description	Amount
		114-10830459			
			Hockert Park Sanicans		
			001-000-576-80-31-19	COVID Supplies	\$220.85
			001-000-576-80-41-01	Prof Svc - Sanican	\$409.67
		Total 114-10830459			\$630.52
	Total 35690				\$995.76
Total UNITED SITE SERVICES					\$995.76
Utilities Underground					
	35691				
				2020 - September - Sep 15 Claims	
		0080128			
			August Locates		
			101-000-542-40-41-04	Utility Locates	\$15.48
			401-000-534-60-41-05	Utility Locates	\$15.48
			401-000-535-60-41-05	Utility Locates	\$15.48
		Total 0080128			\$46.44
	Total 35691				\$46.44
Total Utilities Underground					\$46.44
VISION FORMS, LLC					
	35692				
				2020 - September - Sep 15 Claims	
		6131			
			Utility Bill Forms		
			001-000-518-10-31-00	Office/Operating Supplies	\$53.00
			401-000-538-10-31-00	Office/Operating Supplies	\$479.89
		Total 6131			\$532.89
	Total 35692				\$532.89
Total VISION FORMS, LLC					\$532.89
WASHINGTON TRACTOR					
	35693				
				2020 - September - Sep 15 Claims	
		2190430			
			001-000-576-80-48-01	Repairs/Maintenance-Equipment	\$28.05
			101-000-542-30-48-01	Equipment Repair & Maintenance	\$28.05
			101-000-542-40-48-03	Equipment Repair & Maintenance	\$28.04
		Total 2190430			\$84.14
	Total 35693				\$84.14
Total WASHINGTON TRACTOR					\$84.14
WEX BANK ~ SHELL FLEET					
	35657				
				2020 - September - Sep 15 Claims	
		67082868			
			001-000-576-80-32-00	Fuel	\$53.04
			101-000-542-30-32-00	Fuel	\$82.35
			101-000-542-40-32-00	Fuel	\$34.90
			106-000-536-50-32-01	Fuel	\$6.98

Vendor	Number	Reference	Account Number	Description	Amount
			401-000-534-80-32-00	Fuel	\$260.32
			401-000-535-80-32-00	Vehicle Fuel	\$260.32
		Total 67082868			\$697.91
	Total 35657				\$697.91
Total WEX BANK ~ SHELL FLEET					\$697.91
Grand Total		Vendor Count	36		\$91,187.48



Fund Transaction Summary

Transaction Type: Invoice
Fiscal: 2020 - September - Sep 15 Claims

Fund Number	Description	Amount
001	General Fund	\$20,043.73
101	Street Fund	\$2,555.16
106	Cemetery Fund	\$17.86
301	Street Capital Improvement Fund	\$1,489.80
401	Water & Sewer Utility Fund	\$59,873.84
402	Water Capital Replacement Fund	\$6,967.73
406	Landfill Financial Assurance	\$10.72
633	Trust Fund	\$228.64
	Count: 8	\$91,187.48



CARNATION CITY COUNCIL PUBLIC HEARING

Subject: Recommended Amendments to Comprehensive Plan Chapters 7 Transportation Element and 9 Capital Facilities Element; and Chapter 15.32 CMC Non-Conforming Situations.

Origin: Council of the Whole

Date Submitted: 09/10/2020

Agenda Date: 09/15/2020

The Carnation Planning Board has recommended adoption of amendments to Carnation Comprehensive Plan Chapter 7 Transportation Element to adopt and incorporate by reference the City's 2021 Transportation Improvement Plan, and Chapter 9 Capital Facilities Element to adopt and incorporate by reference the Riverview School District 2020 Capital Facilities Plan. The Planning Board has also recommended adoption of amendments to Carnation Municipal Code Chapter 15.32 CMC Non-Conforming Situations to modify the time limits for non-conforming situations specific to abandonment and discontinuance of use.

The Planning Board held a public hearing regarding the proposed amendments on August 25th. The City Council reviewed and discussed the recommended amendments on September 1st.

The City Council Rules of Procedure adopts the following process for legislative public hearings (format below was abbreviated from Exhibit 'A' to Resolution No. 353 as amended by 389):

- The Mayor asks if all persons who wish to be heard at the public hearing have signed-in to speak;
- The Mayor introduces the agenda item, and opens the public hearing.
- The Mayor announces **or refers** to the Rules of Order: *(The Rules of Order have been posted at both the speakers' rostrum and by the sign-in sheet. **THOSE RULES CAN BE REFERRED TO SO THAT THE RULES BELOW DO NOT NEED TO BE READ ALOUD.**)*

1. "All comments by the public shall be made from the speaker's rostrum and any individual making comments shall first give their name and address. This is required because an official record of the public hearing is being made."
 2. "No comments shall be made from any other location, and anyone making "out of order" comments may be subject to removal from the meeting."
 3. "There will be no demonstrations during or at the conclusion of anyone's presentation."
 4. "These rules are intended to promote an orderly system of holding a public hearing, to give every person an opportunity to be heard, and to ensure that no individual is embarrassed by exercising their right of free speech."
- The Mayor calls upon the City Manager or designee to describe the matter under consideration;
 - The Mayor then calls for speakers (public comment);
 - When all speakers have finished, the Mayor calls once for additional speakers;
 - The Mayor announces the following:
"At this time I will inquire of the administration as to whether there have been any mis-statements of fact or whether the administration wishes to introduce any material as to subjects raised by the speakers or alter in any regard its initial recommendations."
 - The Mayor inquires as to whether any Councilmembers have any questions to ask the speakers or administration. If any Councilmember has questions, the appropriate individual will be recalled to the podium.
 - The Mayor closes the public hearing.
-
- The Mayor inquires if there is a motion by the Councilmembers.
(A motion is not required for this hearing, unless there is specific formal action the City Council wishes to take)
 - The Mayor inquires if there is any further discussion by the Councilmembers.
 - The Mayor inquires if there are any final comments or recommendations from administration.
 - **If a motion was made**, the Mayor inquires of the Councilmembers whether they are ready for the question... Call for the question and a vote is taken.



STAFF REPORT

Subject: Recommended Amendments to Comprehensive Plan Transportation Element and Capital Facilities Element, and Chapter 15.32 CMC Non-Conforming Situations

Author: Mary Madole, City Clerk

Date Submitted: 09/10/2020

Agenda Date: 09/15/2020

As part of their work on the 2020 Docket, the Planning Board has recommended approval amendments to Carnation Comprehensive Plan Chapters 7 Transportation Element and 9 Capital Facilities Element, and Chapter 15.32 CMC Non-Conforming Situations.

AMENDMENT TO CARNATION COMPREHENSIVE PLAN CHAPTER 7 TRANSPORTATION ELEMENT AND CHAPTER 9 CAPITAL FACILITIES ELEMENT:

The primary purpose of the annual Comprehensive Plan amendment each year is to incorporate by reference the City's most recently approved Transportation Improvement Plan (TIP), and to adopt and incorporate by reference the most recent Riverview School District Capital Facilities Plan (CFP) so that the City may then adopt and collect the most current school impact fees. The Planning Board held a public hearing on August 25th and has recommended the following amendments:

Chapter 7 – Transportation Element

The recommended 2020 amendment to the Transportation Element includes adoption and incorporation by reference of the City's 2021 Transportation Improvement Plan (TIP). An additional modification was made to Policy 2.4 to add "Snoqualmie Valley Transportation" to the agencies and jurisdictions the City will work with for transit service needs. Staff would like to include additional work on goals and policies addressing rural transit needs as part of the 2021 docket.

Chapter 9 – Capital Facilities Element

The recommended amendment to the Capital Facilities Element includes adoption and incorporation by reference of the Riverview School District 2020 Capital Facilities Plan so the City may collect the school district’s updated school impact fee for new development. There are also updates to the transportation system Capital Improvement Plan (CIP) for consistency with the TIP adopted in Chapter 7.

Once the Riverview School District Capital Facilities Plan has been adopted and incorporated by reference into the City’s Comprehensive Plan, the City Council may adopt an ordinance to impose the new school impact fees:

Year of adoption:	2018	2019 (Current)	2020 (Proposed)
Per new SFR dwelling unit	\$12,738	\$15,406	\$13,931
Per new MFR dwelling unit	\$ 3,397	\$ 8,635	\$ 9,942

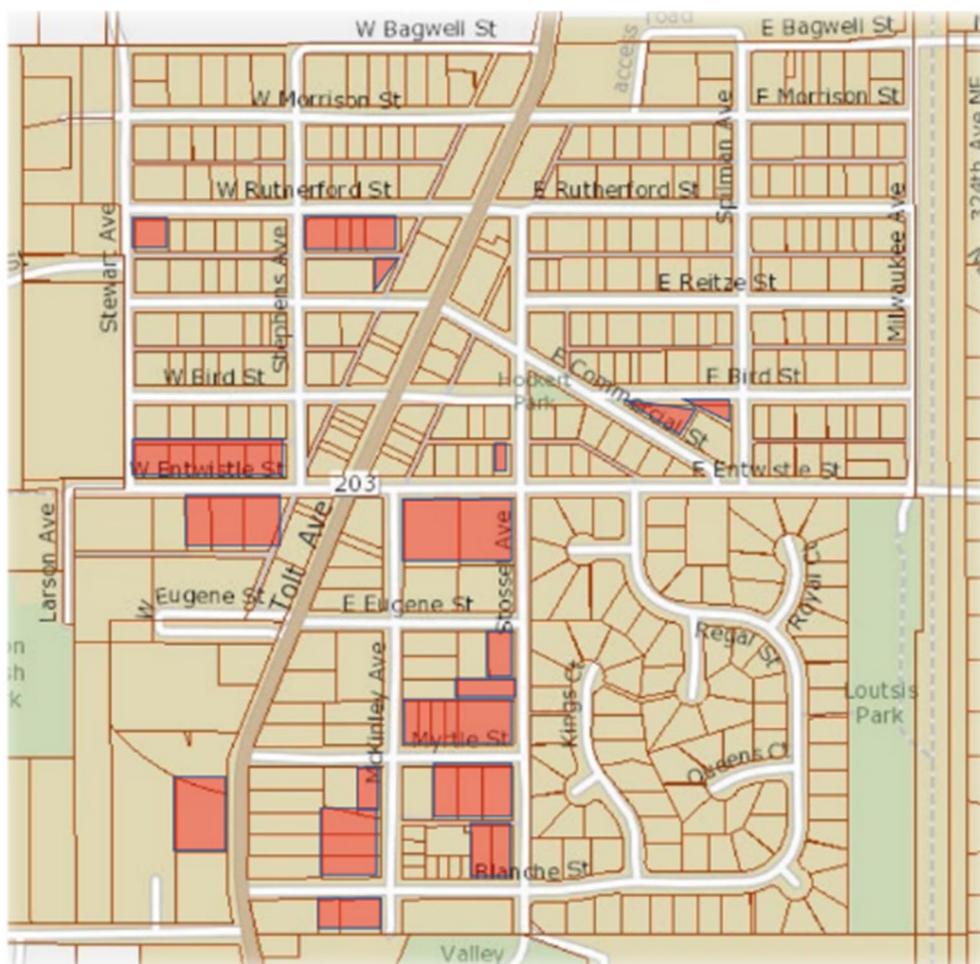
AMENDMENT TO CHAPTER 15.32 CMC NON-CONFORMING SITUATIONS:

This amendment to CMC Chapter 15.32.070 is to modify the time limits for non-conforming situations specific to abandonment and discontinuance of use. The time limit is currently 180 days. This means that if a non-conforming use ceases for at least 180 days, the property owner loses the right to that use, and all future uses must be in conformance with the applicable zoning designation. A non-conforming use is (as per CMC 15.08.010) occurs when property is used for a purpose or in a manner made unlawful by the use regulations applicable to the district in which the property is located (for example, a commercial office building in a residential district may be a non-conforming use). The term also refers to the activity that constitutes the use made of the property (for example, all the activity associated with operating a retail clothing store in a residentially zoned area constitutes a non-conforming use).

A few years ago, the City amended the Residential section of the Permissible Use Table and removed detached Single-Family Residences from both the R24 and Mixed Use zones due to concern that these two zones would become full of detached single-family homes, which was not the ultimate intent of these zones. R24 calls for a mixture of attached and multi-family home styles with higher densities. Mixed Use is similar, with allowances for many commercial ventures as well. In making the change to the allowed uses, approximately 40 properties became non-conforming through no fault of their own. The City would like to extend the time limits for these non-conforming situations to give property owners extra time in the case of changes in circumstance.

The Planning Board has recommended a property be able to renew the 180-day period up to three times for a total of two years.

Below is a map showing the current non-conforming properties in the R24 and Mixed Use zones (only where a detached single-family residence is located).



Attachments:

Recommended ordinance amending the Comprehensive Plan

Recommended ordinance amending Chapter 15.32 CMC

MLM
07/22/20

ORDINANCE NO. ____

AN ORDINANCE OF THE CITY OF CARNATION, WASHINGTON, AMENDING CHAPTER 7 TRANSPORTATION ELEMENT AND CHAPTER 9 CAPITAL FACILITIES ELEMENT OF THE CARNATION COMPREHENSIVE PLAN TO ADOPT AND INCORPORATE BY REFERENCE THE CITY'S 2021 TRANSPORTATION IMPROVEMENT PLAN AND THE 2020 RIVERVIEW SCHOOL DISTRICT CAPITAL FACILITIES PLAN; SETTING FORTH LEGISLATIVE FINDINGS; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, pursuant to Chapter 36.70A RCW, the City of Carnation has adopted a Comprehensive Plan for the purpose of guiding and informing future growth, development, and infrastructure planning within the City; and

WHEREAS, the City desires to amend Chapter 7 Transportation Element of the Comprehensive Plan in order to adopt and incorporate by reference the City's Transportation Element Background Information and 2021 Transportation Improvement Plan and Six-Year Transportation Improvement Plan 2021-2026 as adopted by City Council Resolution No. 442; and

WHEREAS, the City further desires to amend Chapter 9 Capital Facilities Element of the Carnation Comprehensive Plan to incorporate by reference the 2020 Riverview School District Capital Facilities Plan and update the Capital Improvements Program to reflect the City's 2021 Transportation Improvement Plan; NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF CARNATION, WASHINGTON, DO
ORDAIN AS FOLLOWS:

Section 1. Findings. The City Council hereby adopts the above recitals as findings in support of the Comprehensive Plan amendments set forth in this ordinance. The City Council further adopts by reference the findings of the Planning Board dated _____, 2020, together with the following:

A. The City is authorized by state law, including but not limited to Chapter 36.70A RCW, to adopt and periodically amend a local comprehensive plan.

B. The Planning Board conducted a public hearing on the substance of this ordinance on _____, 2020, and recommended adoption by the City Council. The City Council held a public hearing on this ordinance on _____, 2020.

C. The Comprehensive Plan amendments set forth in this ordinance have been processed and considered by the City in material compliance with all applicable procedural requirements, including but not limited to requirements related to public notice and comment.

D. All relevant requirements of SEPA have been satisfied with respect to this ordinance.

E. The City Council has carefully considered, and the Comprehensive Plan amendments set forth in this ordinance satisfy, the review criteria codified at CMC 15.100.030(E).

F. The Comprehensive Plan amendments set forth in this ordinance will advance the public health, safety, and welfare.

G. The Comprehensive Plan amendments set forth in this ordinance have been considered by the City Council concurrently to enable the cumulative effect of these amendments to be ascertained.

Section 2. Amendment of Comprehensive Plan Chapter 7. Chapter 7 Transportation Element of the Carnation Comprehensive Plan is hereby amended to provide in

its entirety as contained in Exhibit A, attached hereto and incorporated herein by this reference as if set forth in full.

Section 3. Amendment of Comprehensive Plan Chapter 9. Chapter 9 Capital Facilities Element of the Carnation Comprehensive Plan is hereby amended to provide in its entirety as contained in Exhibit B, attached hereto and incorporated herein by this reference as if set forth in full.

Section 4. Copy to Commerce. Pursuant to RCW 36.70A.106, the City Planner is hereby authorized and directed to provide a copy of this ordinance to the Washington Department of Commerce within ten (10) days of adoption.

Section 5. Severability. If any section, sentence, clause, or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this ordinance.

Section 6. Effective Date. This ordinance or a summary thereof consisting of the title shall be published in the official newspaper of the City, and shall take effect and be in full force five (5) days after publication.

APPROVED by the Carnation City Council this ____ day of _____, 2020.

CITY OF CARNATION

MAYOR, KIMBERLY LISK

ATTEST/AUTHENTICATED:

CITY CLERK, MARY MADOLE

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

BY _____
J. ZACHARY LELL

FILED WITH THE CITY CLERK: _____
PASSED BY THE CITY COUNCIL: _____
PUBLISHED: _____
EFFECTIVE DATE:..... _____
ORDINANCE NO. _____

CHAPTER 7 – TRANSPORTATION ELEMENT

INTRODUCTION

The purpose of the Transportation Element is to establish goals and policies that will guide the development of surface transportation in the City of Carnation in a manner consistent with the overall goals of the Comprehensive Plan. The Transportation Element is supported by and inter-connected with many other elements of the Comprehensive Plan. In particular, the transportation system needs to be designed to support the planned densities described in the Land Use Element. Based upon existing and projected land use and travel patterns, the Transportation Element addresses roadway classifications, levels of service, transit and non-motorized modes, future travel projections, transportation system improvements, financing strategies, and concurrency management. It establishes the technical basis for transportation system development, and for existing and future transportation improvement programs and facilities guided by the transportation goals and polices of the Comprehensive Plan.

As required by the Growth Management Act, the Transportation Element must demonstrate that there is enough transportation system capacity to serve the land uses that are planned, and to serve them at a level of service established in the goals and policies. This element also needs to include a financing plan to show how planned transportation improvements will be funded. The Transportation Element Background Information and [2020-2021 Transportation Improvement Plan](#) contains the background data and analysis to satisfy these requirements and is adopted by reference into this Element.

TRANSPORTATION GOALS AND POLICIES

City of Carnation Transportation Goals and Policies incorporate the Countywide Planning Policies as well as the Multi-county Planning Policies expressed in VISION 2040.

GOAL T1

To ensure that transportation facilities and services needed to support development are available concurrent with the impacts of such development, which protects investments in existing transportation facilities and services, maximizes the use of these facilities and services, and promotes orderly compact growth.

Policy T1.1 A minimum level of service standard D for arterial intersections, and a level of service standard D for State highway intersections, .76 to 1.0 passengers per seat for vanpool services.

City of Carnation
2020 Comprehensive Plan Amendment
TRANSPORTATION ELEMENT

- Policy T1.2 Development permits will only be issued when projects which require transportation improvements do not exceed the City's ability to provide these in accordance with the adopted level of service standards. However, these necessary improvements in transportation facilities and services, or development of strategies to accommodate the impacts of development may be provided by the developer.
- Policy T1.4 The City will design and improve its transportation system to accommodate not only existing conditions, but projected growth based on adopted City, County and state planning policies and projections.
- Policy T1.5 The City will allow new development only when and where all transportation facilities are adequate at the time of development, or unless a financial commitment is in place to complete the necessary improvements or strategies which will accommodate the impacts within six years; and only when and where such development can be adequately served by essential transportation facilities without reducing the adopted level of service elsewhere.
- Policy T1.6 The City will actively solicit action by the State and King County to program and construct those improvements to State and County arterial systems which may be needed to maintain the level of service standards adopted in Carnation.
- Policy T1.7 The City will adopt development regulations which will require developers to construct streets directly serving new development, and pay a fair-share fee for specific off-site improvements needed to mitigate the impacts of the development. This fee may be in the form of a Transportation Impact Fee adopted by the City.
- Policy T1.8 The City will coordinate land use and public works planning activities with an ongoing program of long range financial planning, in order to conserve fiscal resources available to implement the Transportation Impact Plan (TIP).
- Policy T1.9 The City will base the timing of implementing actions under the Comprehensive Plans and elements on the financial resources available to fund the necessary public facilities.
- Policy T1.10 The City will grant high priority for funding to projects which are consistent with the goals and objectives adopted by the City Council and as specified in the Comprehensive Plan. Improvements that will

City of Carnation
2020 Comprehensive Plan Amendment
TRANSPORTATION ELEMENT

serve the Town Center and that promote economic viability for the community will be given highest priority.

Policy T1.11 The City will fund projects only when incorporated into the City budget, as adopted by the City Council.

Policy T1.12 The City will encourage the maintenance and safety improvements of Carnation's existing roads as a priority over the creation of new roads.

GOAL T2

To develop, maintain and operate a balanced, safe, and efficient multi-modal transportation system to serve all persons, special needs populations and activities in the community.

Policy T2.1 The City will develop a future transportation system which encourages flexible, adaptive and multiple uses of transportation facilities and services.

Policy T2.2 The City will implement measures that will relieve pressures on the existing transportation infrastructure by approaches that include, but are not limited to:

- a. Multi-modal transportation alternatives
- b. Land use coordination
- c. Prioritized improvements

Policy T2.3 The City will integrate, coordinate and link the connections and transfer points between all modes of transportation.

Policy T2.4 The City will work with King County, WSDOT, the Snoqualmie Tribe, [Snoqualmie Valley Transportation](#) and other local jurisdictions in improving transit service and adequately siting park and ride and park and pool lots in the Carnation area.

Policy T2.5 The City will minimize potential conflicts between bicycle and automobile traffic by providing signage at intersections of bike trails with roadways.

Policy T2.6 The City will encourage the location of bicycle racks at appropriate destination points, such as within the downtown, parks, schools, transit, and park and ride lots.

Policy T2.7 The City will provide and promote the development of pedestrian and bicycle paths to schools, parks, transit and activity centers, as well as linkages between these paths.

City of Carnation
2020 Comprehensive Plan Amendment
TRANSPORTATION ELEMENT

Policy T2.8 The City will include the need to accommodate bicycle safely in its management and design of the City street network, including designating bicycle routes throughout the city.

Policy T2.9 The City will encourage the siting of bicycle-related commercial activities in the Central Business District and Mixed Use areas.

Policy T2-10 The City will implement the adopted Comprehensive Emergency Management Plan in the event of an emergency that impacts transportation facilities.

GOAL T3

To recognize and promote pedestrian and bicycle movement as a basic means of circulation and to assure adequate accommodation of pedestrians, bicycles and handicapped persons' needs in all transportation policies and facilities. New development will be encouraged or in some cases required to implement Pedestrian Oriented Development design features that have been incorporated into City codes and standards, such as providing sidewalks or pathways and amenities such as street trees and street lighting, and site design that encompasses connectivity with existing transportation facilities and between uses.

Policy T3.1 Require developers to include pedestrian facilities such as sidewalks or pathways within formal subdivisions, and to provide links to existing walking trails and pathways that form the City's looped trails system.

Policy T3.2 Carnation will strive to reduce the pedestrian barrier created by Tolt Avenue (SR 203) by:

- Providing pedestrian crossings at key points along SR203, including on the northern, central and southern ends of the roadway corridor through the City.
- Promote accessibility by reducing travel distance on busy cross streets.
- As allowed by the WSDOT, enhance the visibility of the pedestrian crosswalk by using different materials, textures or patterns, and adding landscaping or installing sidewalk design elements such as color or art.
- Coordinate access management on SR203 with WSDOT to promote alternative access and/or shared access points for developments that front this street.

Policy T3.3 Carnation will promote the creation of a pedestrian oriented downtown commercial area by:

City of Carnation
2020 Comprehensive Plan Amendment
TRANSPORTATION ELEMENT

- Implementing design standards for commercial development along SR203 which encourage a pedestrian environment by requiring parking at the side or rear of building.
- Modifying the placement of new buildings in ways that encourage pedestrian activities by making streets more attractive routes for walking.

Policy T3.4 Improve pedestrian amenities in the downtown through public improvements, sign regulations, and development standards. The maintenance of public and private improvements should be given priority commensurate with downtown's role as the focal point of the community.

Policy T3.5 Work with WSDOT to develop mechanisms to reduce traffic speed on SR203 through the city to increase public safety and enhance local mobility, yet maintain the regional movement of traffic through the city.

Policy T3.6 Work with WSDOT to evaluate potential pedestrian improvements along SR203, as well as coordinate implementation strategies for such improvements.

Policy T3.7 Seek to improve the appearance of existing street corridors and incorporate high standards of design when developing new streets, including construction of sidewalks. Where appropriate landscaping, street furniture, lighting and other measures should be implemented to enhance the appearance of city street corridors. Existing trees along street rights-of-way should be preserved when trees are healthy and can be maintained, while at the same time introducing new trees where appropriate.

Policy T3.8 Include construction of pedestrian amenities such as pathways, trails, sidewalks whenever significant development or major maintenance work occurs on city streets. This may include the identification of potential funding sources such as concomitant agreements, Local Improvement Districts, and including sidewalks as an "alternate" in construction bid documents.

Policy T3.9 Where these are feasible and will promote public safety, the City will consider traffic calming techniques especially on non-arterial roadways that carry significant traffic.

Policy T3.10 The City will support and promote bicycle use as an alternative to motorized transportation through improvements such as designated bicycle paths, signage, bicycle parking, etc. Improvements to the

City of Carnation
2020 Comprehensive Plan Amendment
TRANSPORTATION ELEMENT

transportation system must balance the needs of motorists, pedestrians and bicyclists.

GOAL T4

To ensure adequate parking in the downtown commercial area which is consistent with downtown design and pedestrian circulation goals.

Policy T4.1 Allow on-street parking in the downtown area to form a buffer between pedestrians and street traffic, reduce the speed of traffic, and provide for short term parking needs.

Policy T4.2 Explore alternative methods of ensuring the adequate provision of parking for new and existing commercial and residential development in the downtown commercial area, while reducing the amount of parking provided by individual developments and influencing the location and type of parking in ways that promote pedestrian mobility and minimize pedestrian/vehicular conflicts. This includes, but is not limited to:

- Installing directional signage to public parking areas.
- Encouraging the use of joint-use parking opportunities utilizing existing parking for churches, public buildings and stores.
 - Separating short (< 2 hrs), intermediate (2-5 hrs) and long term (> 5 hrs) parking uses; on street parking reserved for short term, and long term parking provided in lots on the periphery of the downtown commercial area.

GOAL T5

To manage, conserve and protect Carnation's natural resources through a balance of development activities complemented with sound environmental practices. Where consistent with mobility goals, encourage green streetscapes that incorporate natural drainage, reduced impervious surface, and vegetation. Incorporate non-motorized transportation facilities into roadway improvements and new roadways.

Policy T5.1 New transportation facilities should be designed in a manner which minimizes impacts on natural drainage patterns, soil profiles and habitat.

Policy T5.2 Promote the use and development of routes and methods of alternative modes of transportation, such as transit, bicycling and walking, which reduce Carnation's consumption of non-renewable energy sources and reduce emission of greenhouse gases.

Policy T5.3 Assist all major employers in complying with current federal and state policies aimed at reducing auto-related air pollution by implementing

City of Carnation
2020 Comprehensive Plan Amendment
TRANSPORTATION ELEMENT

programs to reduce the number of employees commuting in single occupancy vehicles. This compliance can be realized through such transportation demand strategies as preferential parking for carpools/vanpools, alternative work hours, bicycle parking, and distribution of transit and ridesharing information. Cooperate with major employers located outside the City with their ridesharing or van pooling resources that serve Carnation residents.

Policy T5.4 Carnation will seek to reduce levels of air pollutants and greenhouse gas emissions in an effort to maintain or do better than existing state and federal air quality goals and standards, by: providing a compact urban form that promotes non-motorized trips within the City; promoting economic development to increase local employment opportunities and to maximize the goods and services that are locally available; by working with partners such as King County, the Snoqualmie Tribe and the other Snoqualmie Valley cities to create transit service that provides real options for commuting to reduce trips to work; and by cooperating with regional employers to promote ride-share options.

Policy T5.5 Site, design, and buffer (through extensive screening and/or landscaping) transportation facilities and services to fit in harmoniously with their surroundings. When sited within or adjacent to residential areas, special attention should be given to minimizing noise, light and glare impacts.

GOAL T6

To actively influence the future character of the City by managing land use change and by developing City facilities and services in a manner that directs and controls land use patterns and intensities.

Policy T6.1 Coordinate Land Use with the facility/utility planning activities of agencies and utilities identified in this Comprehensive Plan element. Adopt procedures that encourage providers of public services and private utilities to utilize the Land Use Element of this Plan in planning future facilities.

Policy T6.2 The cities and counties in the region should coordinate transportation planning and infrastructure development in order to:

- Ensure a supply of buildable land sufficient in area and services to meet the region's housing, commercial and employment needs; located so as to be efficiently provided with public facilities and services.
- Ensure protection of important natural resources.
- Avoid unnecessary duplication of services.

City of Carnation
2020 Comprehensive Plan Amendment
TRANSPORTATION ELEMENT

- Avoid overbuilding of public infrastructure in relation to future needs.

Policy T6.3 Recognize the important role that public facilities and programs such as sidewalks, bike lanes, walking trails and street lights play in providing a healthy family environment within the community.

Policy T6.4 Work with local, regional and state jurisdictions to craft land use development strategies that will support public transportation.

Policy T6.5 Consider the impacts of land use decisions on adjacent roads. Likewise, road improvements should be consistent with proposed land use densities.

Policy T6.6 Regional traffic should be discouraged in Carnation's residential areas.

GOAL T7

To encourage pedestrian and bicycle transportation modes by providing a comprehensive system of walkways and trails that links residential areas to each other and to needed services. In addition to promoting non-motorized trips within the City, the trail system should be designed to provide for the recreational, cultural, environmental and aesthetic needs of City residents. As resources allow, the City will update the map of pedestrian and bicycle trails that serve Carnation.

Policy T7.1 Coordinate with King County Parks to support continued improvement of the Snoqualmie Valley Trail through Carnation as part of a regional trail system.

Policy T7.2 Support the development of paths, signage, and marked roadways which link the Snoqualmie Valley Trail with Carnation's other trails and resources such as the rivers, parks and downtown commercial areas.

Policy T7.3 Coordinate with land owners to develop a community trail system along the banks of the Tolt and Snoqualmie Rivers which is linked to the downtown commercial district, parks and the Snoqualmie Valley Trail.



Transportation Element
Background Information &

2021

Transportation Improvement Plan



and
Six-Year Transportation Improvement Program (STIP) 2021-2026

adopted by Resolution No. 442, 07/21/2020



CHAPTER 9 – CAPITAL FACILITIES ELEMENT

INTRODUCTION

The Capital Facilities Element has been developed in accordance with Section 36.70A of the Growth Management Act to address the financing of Capital Facilities in the City of Carnation Urban Growth Area (UGA). It represents the community’s policy plan for the financing of the public facilities for the next 20 years, and includes a financing plan for Capital Facilities over the next six years. The policies and objectives in this plan will be used to guide public decisions on the use of capital funds. They will also indirectly guide private development decisions by providing a strategy of planned public capital expenditures.

The Element has also been developed in accordance with the King County County-wide Planning Policies, and has been integrated with all other planning elements to ensure consistency throughout the Comprehensive Plan. The Element specifically evaluates the city’s fiscal capability to provide the public facilities necessary to support the other Comprehensive Plan elements. The Capital Facilities Element includes:

- Inventory and Analysis
- Future Needs and Alternatives
- Six-Year Capital Improvement Plan
- Monitoring and Evaluation
- Goals and Policies

LEVEL OF SERVICE (LOS) STANDARDS

Where LOS standards are established, they are also discussed in the subject element of this Comprehensive Plan (e.g. Transportation, Parks, etc.) A detailed listing of those standards is provided in those chapters.

MAJOR CAPITAL FACILITIES CONSIDERATIONS AND GOALS

The Capital Facilities Element is the mechanism the City uses to coordinate its physical and fiscal planning. This planning effort requires ongoing communication between various disciplines, including engineering, finance, and planning. The Comprehensive Plan is realistic and achievable as a result of integrating the concerns of various local administrators and coordinating all of the Comprehensive Plan Elements.

The Capital Facilities Element promotes efficiency by requiring the City to prioritize capital improvements for a longer period of time than the single budget year.

Long-range financial planning presents the opportunity to schedule projects so that the various steps in development logically follow one another, with regard to relative urgency, economic desirability, and community benefit. In addition, the identification of adequate

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

funding sources results in the prioritization of needs, and allows the trade-off between projects to be evaluated explicitly.

INVENTORY AND ANALYSIS

The inventory presented in this Element provides information useful to the planning process as well as summarizing new capital improvement projects for the growth projected from 2015 and beyond, and major repair, renovation, or replacement of existing facilities.

EXISTING CAPITAL FACILITIES

This section includes a brief summary of existing city facilities. Additional information can be in each respective Comprehensive Plan Element under which the facility would be considered.

City Hall. The facilities for general government consist of a 6,700 square-foot two-story City Hall building located at 4621 Tolt Avenue. The building is comprised of three separate attached structures, built in different decades. General government is administered from the ground floor, which underwent partial interior renovation and finish work in 2001 and 2002. The general government facility provides meeting space, office space, and ADA accessible public spaces. Office space consists of a front office with capacity for three employees, and five private offices. City Hall office space is currently at maximum capacity.

In December 2016, the City conducted a structural inspection of City Hall. The northern structure of the building has masonry walls which are likely backfilled with unreinforced concrete, and will not serve as a lateral resisting system for meeting current codes such as loadings for wind and seismic forces. Hence, remodel work will likely be limited to only cosmetic changes or non-structural modifications. If a future remodel design includes structural changes, it could trigger bringing applicable areas or the entire building up to current codes. Trying to work with the existing building may prove to be too costly, so demolition and replacement of City Hall is being contemplated.

Public Works Maintenance Shop. A 5,000 square foot public works maintenance building was constructed in 1995, and is located at NE 45th and 330th Avenue NE. The building consists of two heated bays, three storage bays, and office/parts area. This facility should be adequate to meet public works maintenance needs throughout the planning period.

Water System. Principal water facilities include a spring fed water supply supplemented by a groundwater well located in Loutsis Park, and three above-ground storage reservoirs providing a total of 938,000 gallons. The city water distribution mains consist of pipes ranging in size from 2" to 12". The quality of the water provided by the City is good. The capacity is adequate to serve current needs, and the City anticipates having enough capacity to serve the projected population. Provision of water to future development not

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

only depends on capacity, but also on design considerations. See the Utilities Element for more information on the water system.

Sanitary Sewer System. The City has an operational public sewer system. The City constructed and operates the vacuum sewage collection system, and King County provides wastewater treatment at a facility located at 4405 Larson Avenue. The wastewater treatment facility was designed and built to accommodate a build-out population of 4,974, which exceeds the City's projected build-out population of 4,652. In 2018, the average annual influent flow for the Carnation Wastewater Treatment Plant was 0.1083 MGD, which is approximately 25% of the plant's ultimate capacity. The outfall is approximately one mile to the north of the city at Chinook Bend, where it is used for enhancement of a wetland.

Stormwater. The stormwater drainage system consists of two major drainage basins draining to the Tolt and Snoqualmie Rivers. The majority of the city's planning area drains to the Snoqualmie River, with only approximately 33.1 acres draining to the Tolt River.

The City of Carnation does not have a public storm sewer system. Stormwater from impervious surfaces must be infiltrated on-site, which can sometimes be difficult to achieve given localized areas of poorly drained soils and/or seasonal high water tables. Local drainage facilities that collect and convey surface water runoff consist of open channels and roadside ditches, wetlands, infiltration systems and detention ponds. The Snoqualmie and Tolt rivers ultimately serve as receiving waters, but there are no direct outfalls to the rivers. See the Utilities Element for additional information.

Solid Waste Disposal. Garbage collection is mandatory throughout the City of Carnation. Curbside recycling and yard waste collection is also available to all residents. The City previously operated a landfill which stopped receiving refuse in 1990, and entered a post-closure period in 1995. See the Utilities Element for additional information.

Transportation Facilities. City streets consist of various street pavement, alleys, sidewalks, street lighting, traffic control devices and surface water drainage facilities. The City street network consists of 11.1 miles of paved streets, and 1.55 miles of alleys. Some of the paved street system features sidewalks either on one side or both. The remaining streets have gravel shoulders. A traffic signal is located at the intersection of SR 203 and Entwistle, and the intersection of SR 203 and Morrison has an improved pedestrian crossing. Transportation throughout the the City is adequate to meet LOS standards through the planning period if the Transportation Improvement Plan identified in Chapter 7 and in this Element is implemented. See the Transportation Element for more information.

Parks and Recreation Facilities. City park land consists of three developed city parks: Valley Memorial Park, Fred Hockert Park, and Nick Loutsis Park.

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

Valley Memorial Park features two tennis courts, children's playground equipment, a skateboard bowl, BMX track, open space, and picnic areas. Hockert Park is a mini-park featuring a children's play structure and other playground equipment. Loutsis Park consists of open spaces and dense, poorly spaced conifer trees. It also houses the city's well-site. Additionally, the City and a few Homeowners Associations own several acres of land which have been dedicated as open space. Park and recreation facilities that are enjoyed by Carnation residents and visitors but not owned by the City include Tolt McDonald Park, which is a 500-acre regional park located partially within and adjacent to the City, as well as facilities owned and operated by the Riverview School District, King County Library System, Sno-Valley Senior Center, etc.

The City has adequate park and recreation land to satisfy current demand although some of its park facilities are in poor condition, and some of its park lands are undeveloped or underdeveloped. More information about park and recreation facilities and needs are listed in the Park and Recreation Element.

Library. The City of Carnation is part of the King County Library System (KCLS) which operates a 5,000 sq. ft. library on Tolt Avenue. Property owners pay a property tax assessment for operations and maintenance of the library plus levy assessments for any voter approved library bond levies.

Cemetery. The City operates a 2.1-acre cemetery located at 5110 Carnation-Duvall Road. The Carnation Cemetery consists of two sections, the north section which was founded by the Masonic Cemetery Association in 1905, and the south section which was founded by the Tolt Lodge International Order of Odd Fellows (IOOF) in 1906. The cemetery was deeded to the City in 1993.

Emergency Preparedness Evacuation Site. In 2001 with funds provided by Seattle Public Utilities and the King County Council the City purchased Tolt Highlands Lot 'W' from Weyerhaeuser, a 20.4-acre site adjacent to the north-eastern portion of the city limits. The site was purchased for the purpose of providing an elevated evacuation site for the community in the event of catastrophic failure of the South Fork Tolt River Reservoir and Dam. The site includes an abandoned gravel pit. Three large metal storage containers which are owned by Riverview School District and house emergency preparedness supplies are presently located at the gravel pit. In 2004, the City and American Red Cross entered into an agreement and the Red Cross paid for and constructed the first King County Disaster Relief Shelter, which is located at the gravel pit. In 2005, a pedestrian trail was constructed from NE 50th Street to the evacuation site which serves as an evacuation route in the event of a dam failure. The City intends to improve the pedestrian evacuation trail so that it can accommodate more people by making it wider, and adding treads and handrails. In addition to the pedestrian trail, the parcel can also be accessed by vehicles from Tolt Highlands Drive.

In addition to its function as an evacuation site, Lot 'W' can also be used for limited passive recreation.

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

Medical, Emergency, and Fire Protection Facilities. The City of Carnation has annexed to both the Snoqualmie Valley Hospital District and Fire District #10. Fire District #10 entered into a joint operation inter-local agreement with Fire District #38 and the cities of Issaquah, North Bend and Sammamish in 1999.

This agreement formed a new agency called Eastside Fire and Rescue. The total Fire District service area, including Carnation, is 165 square miles. The Carnation fire station is located at 3600 Tolt Avenue and is operational 24 hours a day, seven days a week. The Station is adequate to meet current and future needs through the planning period. Staff and equipment at the Carnation Fire Station consists of twelve career firefighters, ten reserve firefighters, two fire engines, one aid car, and one tender. The average response time within the Carnation city limits is approximately two minutes. The fire district has three major sources of funding -- property tax revenues, a share of the King County Emergency Management Services (EMS) funding, and fees charged for services.

Public Education Facilities. Riverview School District No. 407 serves the lower Snoqualmie Valley area, particularly Carnation and Duvall. The District annually issues a Capital Facilities Plan that describes the facilities needed to accommodate projected student enrollment over the following six-year period. The Riverview School District's ~~2019-2020~~ Capital Facilities Plan is hereby adopted by reference.

The District has four elementary schools (Carnation, Cherry Valley, Stillwater Elementary and the Eagle Rock Multi-Age Program), one middle school (Tolt) in Carnation, and one senior high school (Cedarcrest) in Duvall. In addition, the District has an alternative Learning Center located near the Carnation Elementary School. An inventory of existing school facilities, including locations and capacities of those facilities at various grade levels, is provided below:

Table CF-1
Riverview School District Public School Facility Inventory ~~2019~~2020

FACILITY	LOCATION	BUILDING AREA (sf)	PERMANENT STUDENT CAPACITY	INTERIM STUDENT CAPACITY	TOTAL STUDENT CAPACITY
Carnation Elementary (K-5)	4950 Tolt Avenue, Carnation	50,567	308 407	0	308 407
Stillwater Elementary (K-5)	11530 320th Avenue NE, Carnation	49,588	345 372	48 0	363 372
Cherry Valley Elementary (K-5)	26701 N.E. Cherry Valley Road, Duvall	56,252 54,779	414 397	96 0	510 397
Multi-Age Program (K-5)	29300 NE 150th Street, Duvall	0 (@CHS site)	0	96 0	96 0
SUBTOTAL (K-5)			1,037 1,176	240 0	1,277 1,176
Tolt Middle School (6-8)	3740 Tolt Avenue, Carnation	85,157 84,113	606 672	144 0	750 672
Cedarcrest High School (9-12)	29000 NE 150th Street, Duvall	108,946 108,755	726 849	240 0	966 849

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

Riverview Learning Center (K-12)	32240 <u>32302</u> NE 50 th St, Carnation	14,545	168	0	168
----------------------------------	---	--------	-----	---	-----

Source: Riverview School District ~~2019~~2020 Capital Facilities Plan, Table 4.1

Table CF-2
Riverview School District Projected School Enrollment
~~2019~~2020-~~20~~21 through ~~2024~~2025-~~25~~26

Grade Level	Actual						
	2018 <u>2019</u>	2020- <u>2020-</u>	2021- <u>2021-</u>	2022- <u>2022-</u>	2023- <u>2023-</u>	2024- <u>2024-</u>	2024- <u>2024-</u>
	19 <u>20</u>	20 <u>21</u>	21 <u>22</u>	22 <u>23</u>	23 <u>24</u>	24 <u>25</u>	25 <u>26</u>
K-5	1,520 <u>1,485</u>	1,540 <u>1,502</u>	1,591 <u>1,519</u>	1,631 <u>1,538</u>	1,666 <u>1,557</u>	1,721 <u>1,576</u>	1,737 <u>1,595</u>
6-8	826 <u>798</u>	829 <u>807</u>	827 <u>816</u>	813 <u>825</u>	808 <u>834</u>	818 <u>843</u>	854 <u>852</u>
9-12	959 <u>985</u>	1,043 <u>992</u>	1,112 <u>999</u>	1,138 <u>1,006</u>	1,193 <u>1,013</u>	1,166 <u>1,020</u>	1,178 <u>1,027</u>
Total	3,277 <u>3,268</u>	3,357 <u>3,301</u>	3,430 <u>3,334</u>	3,482 <u>3,369</u>	3,492 <u>3,404</u>	3,556 <u>3,439</u>	3,559 <u>3,474</u>

Source: Riverview School District ~~2019~~2020 Capital Facilities Plan, Table 5.1.

Financing School Facilities. Funding of school facilities is typically secured from a number of sources including voter-approved bonds and levies, state matching funds, impact fees, and mitigation payments. Riverview School District has an inter-local agreement with the cities of Duvall and Carnation as well as King County for the assessment of school impact fees. This permits the district to use the impact fee proceeds to partially fund needed capital facilities to accommodate new students generated by new residential development. Capital projects may also be funded through voter approved bonds and property tax levies, and state financial assistance from the Common School Construction Fund.

CAPITAL FACILITIES PROGRAM

Capital Facilities are characterized by long useful life and substantial cost. Capital Facilities Programs include the plan for financing these facilities but do not include the cost of operation or maintenance. The Capital Facilities Program includes facilities that are provided by the City of Carnation (i.e., city streets, parks, city hall, utilities, etc.) and facilities that are provided by other entities (i.e., state roads, public schools, County parks, utilities, etc.). These facilities require a policy for long-term financing rather than the annual budget cycle. Once future capital facility requirements are determined, the six-year Capital Facilities Plan will assist with annual budget decisions to incrementally fund these facilities. The six-year Capital Facilities Plan is not a substitute, but a budgetary tool for making budgetary decisions.

The Capital Facilities Program within this element is a six-year financing plan for capital expenditures. Because most Carnation projects are dependent of various grants, which may or may not be available or awarded, it is not realistic to put a year to the project.

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

Thus, facilities may be listed by priority, with high priority projects being those to be undertaken first whenever possible, preferably the next budget year.

The capital project list sets forth each capital project which the City plans to undertake and presents estimates of the resources needed to finance the project. The Capital Facilities Program reflects the goals, objectives, and implementation strategy of the Capital Facilities Element. The top priorities of the Capital Facilities Program will be converted to the annual capital budget whenever possible, while the remaining projects will be considered for future years. The Capital Facilities Program is a rolling plan that is periodically revised and extended to reflect changing circumstances.

The list of improvements contained in this Element has been limited to these major projects. Smaller scale improvements are addressed in the annual budget of the City as they occur over time. A capital project may include design, engineering efforts, permitting, environmental analysis, land acquisition, construction, major maintenance, site improvements, energy conservation projects, landscaping, initial furnishings, and equipment.

FINANCIAL INVENTORY AND ANALYSIS

The City has employed State authorized financing mechanisms to fund city services and capital improvements, and uses the Washington State Budgeting, Accounting, and Reporting System (BARS) as prescribed by the Washington State Auditor. The City currently funds capital projects from the following funds:

- Parks Development Fund 108
- Transportation Impact Fund 109
- Capital Improvement Fund 301 (*REET 2, Transportation Projects*)
- Capital Facilities Fund 302 (*REET 1, Parks & Government Facilities*)
- Water Capital Replacement Fund 402
- Landfill Post-Closure Financial Assurance Account 406
- Sewer Capital Improvements Fund 408

The only dedicated revenue source for the Capital Improvement Fund is the Real Estate Excise Tax. Other revenues consist of transfers from enterprise funds and other sources for capital improvements. During the 1990s and early 2000s, there was very little or no excess general revenue, after funding basic operations and maintenance activities, to transfer to the 301 Fund for capital improvements. The City's street and general government capital improvements are budgeted in this fund.

In 2004 the City conducted a water rate study and since that time, a capital replacement component has been incorporated into the water rate, providing for the availability of funds that are directly deposited into the 402 Fund for capital water system improvement projects. In addition to the capital replacement component of the utility rates, new

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

development is charged a capital facilities charge (GFC) to connect to the water system. The GFCs for water are also deposited into the 402 Fund.

The 408 Fund is the Sewer Capital Improvement Fund. New development must pay GFCs to connect to the sewer system; the GFCs for sewer are directly deposited into the 408 Fund. Beginning in 2013, the sewer rate includes a capital replacement component to be deposited directly into the 408 Fund. In addition to the GFCs to connect to the City's sewer collection and conveyance system, sewer customers also pay a Capacity Charge to King County.

The Landfill Post-Closure Financial Assurance Account receives its revenues through a flat rate charged to each property for landfill post-closure monitoring and maintenance activities. Revenues in this fund are restricted to financing costs associated with the post-closure maintenance and water quality monitoring at the closed Carnation landfill.

The City of Carnation has adopted a Transportation Impact Fee (TIF) on all new development within the City and a Parks Impact Fee on new residential development. Funds from Impact fees can be combined with other funding sources such as grants to pay for improvements to the City's transportation system and parks facilities. The transportation and parks improvements that may be funded in this way are identified in the Transportation and Parks and Recreation Elements of the Comprehensive Plan; these improvements ensure that levels of service for parks and transportation will remain at acceptable levels once new development occurs. The Riverview School District also imposes a School Impact Fee on new development which is collected for the District by the City in accordance with an Inter-local Agreement (ILA).

FUTURE CAPITAL NEEDS AND ALTERNATIVES

PROJECTION OF CAPITAL FACILITY NEEDS

Public facility needs have been identified in the other Elements of this plan. The other plan elements describe the location and capacity of facilities, and analyze the need for increased capacity from 2015 and beyond. Policy CF3.3 summarizes the current and adopted level-of-service standards. Capital improvement projects have been identified for parks and recreation, transportation, and utility facility improvements. Facilities for fire protection and schools are contained in district and agency plans. These have been coordinated with, but are independent of, the Comprehensive Plan. The Riverview School District's Capital Facilities Plan is adopted by reference in this Element.

Prioritization of Projected Needs. The identified capital improvement needs listed in the Table CF-4 were developed by City staff in view of the needs identified in this Plan. The projects contained in this plan undergo review by the Planning Board, City Council,

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

and are subjected to a public hearing. The following criteria may be used to evaluate the priority of various capital projects.

Economic Considerations:

Potential for Financing
Impact on Future Operating Budgets
Timeliness of Opportunity
Benefit to Economy and Tax Base
Grant and or Loan Availability

Service Considerations:

Safety, Health, and Welfare Factors
Environmental Impact
Effect on Quality of Service

Feasibility Considerations:

Legal Mandates
Community Support

Concurrency Considerations:

Goals and Objectives in Other Elements
Linkage to Other Planned Projects
Level of Service (LOS)
Plans of Other Jurisdictions

Revenue Sources and Cost Estimates for Projected Needs. Cost estimates in this Element are presented in current year dollars for both the Transportation Improvement Plan and Parks Capital Improvement Plan. These cost estimates were derived from various federal, regional, local, and state documents, published cost estimates, records of past expenditures, information from private contractors, and general knowledge.

The Capital Facilities Plan for the City of Carnation is based upon:

- Current Revenue Sources
- Financial Resources
- Capital Facilities Policies
- Method for Addressing Shortfalls

The City has reviewed and identified various means to finance Capital Facilities. It should be noted that financial regulations and fund availability change over time. Furthermore, changing market conditions may influence the city's choice of financing mechanisms, and the timing of specific improvements may depend upon future development patterns. The following list of sources includes major financial resources available and is not limited to those sources which are currently in use or will be used in the six-year schedule of improvements. The list of financial resources that are available to cities for capital projects includes the following:

- Local Multi-Purpose Levies
- Local Single-Purpose Levies
- Local Non-Levy Financing Mechanisms
- Federal, State, Regional, County, and Local Grants and Loans

Federal, State, Regional, County, and Local Grants and Loans

The City of Carnation has used and continues to look to a variety of grants and loans to fund needed capital improvements. The following is a non-exhaustive list of grant and loan programs used by the City:

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

Centennial Clean Water Fund (CCWF): The Department of Ecology (DOE) provides grants and loans for the design, acquisition, construction, and improvement of water pollution control facilities and related activities to meet state and federal requirements to protect water quality. Funded projects must address water quality problems related to public health and environmental degradation. The City was awarded both grants and loans to help pay for the new sewer system through the Centennial Clean Water Fund.

Community Development Block Grant (CDBG): Funds are available annually statewide through the federal Department of Housing and Urban Development for public facilities, economic development, housing, and infrastructure projects which benefit low- and moderate-income households.

Community Economic Revitalization Board (CERB): The state Department of Commerce provides low interest loans and occasional grants to finance infrastructure projects such as sewer, water, access roads, bridges and other facilities which support specific private developments or expansions in manufacturing and businesses that support the trading of goods and services outside of the state.

Public Works Trust Fund (PWTF): The Washington State Public Works Board provides low interest loans to finance capital facility planning; emergency planning; and construction of bridges, roads, domestic water, sanitary sewer, and storm sewer.

Recreation and Conservation Office: (formerly the Interagency Committee for Outdoor Recreation or IAC) provides grant-in-aid funding for the acquisition, development, and renovation of outdoor recreation facilities. Park grants require a 50% local match.

Transportation Improvement Board (TIB) Complete Streets Award Program: The Complete Streets Award is a new funding opportunity for local governments. The legislature provided funding in 2015 and the first awards were given in 2017. The Complete Streets Award is different from other TIB funding sources, and is flexible money given to any city or county in Washington state which has an adopted complete streets ordinance and shows an ethic of planning and building streets that use context sensitive solutions to accommodate all users, including pedestrians, transit users, cyclists, and motorists. Carnation adopted a complete streets ordinance in 2016 which has been codified under Chapter 12.02 CMC. Awards will typically range between \$250,000 and \$500,000.

Transportation Improvement Board (TIB) Small City Programs (SCP): The Washington State TIB provides funding for projects that reconstruct or maintain transportation infrastructure. Projects are selected based on the condition of the pavement, roadway geometrics and safety. Cities and towns with a population under 5,000, such as Carnation, are eligible for TIB's Small City Programs.

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

The Small City Arterial Program (SCAP) provides funding for improving safety and roadway conditions for classified arterial roadways located within federally designated urban areas.

The Small City Sidewalk (SCSP) funds sidewalk projects.

The Small City Preservation Program (SCPP) funds pavement improvements to existing non-arterial streets. The City will apply for funding through this program for local street improvements.

State and Tribal Assistance Grants (STAG). The State and Tribal Assistance Grant is a special appropriation in the Congressional Budget. Projects to be funded through this special appropriation may include water, wastewater and groundwater infrastructure.

Rural Town Centers and Corridors (RTCC) through PSRC: RTCC for projects in smaller towns and cities in rural areas of the Puget Sound region. This program was established by PSRC to recognize and support the needs of the region's rural areas.

Transportation Alternatives (TAP) allocated through PSRC: TAP provides funding for programs and projects defined as transportation alternatives, including:

- On- and off-road pedestrian and bicycle facilities
- Infrastructure projects for improving non-driver access to public transportation and improved mobility
- Community improvement activities
- Environmental remediation
- Recreational trail program projects
- Federally funded Safe Routes to School projects.

The PSRC TAP program has been identified as a significant potential funding source for construction of the CBD as well as other projects identified in the Tolt Corridor Action Plan.

U.S. Department of Transportation TIGER Grants: The United States Department of Transportation awards cycles of TIGER grants. The availability of funds through the TIGER program and TIGER Discretionary Grants varies with federal appropriations. The current grant program focus is on capital projects that generate economic development and improve access to reliable, safe and affordable transportation for disconnected communities both urban and rural, while emphasizing improved connection to employment, education, services and other opportunities, workforce development, or community revitalization.

This funding source could be pursued for the Larson Avenue Connector which has an economic development component.

USDA Rural Development: This federal agency provides assistance to rural areas through direct or guaranteed loans and grants. The Rural Development programs help rural communities build or improve community facilities.

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

Department of Health Water Drinking Water State Revolving Fund (DWSRF): Grants for upgrading existing water systems. The DWSRF is a federal/state partnership program whose purpose is to provide loans to public water systems for capital improvements aimed at increasing public health protection.

WSDOT Safe Routes to School: This program provides technical assistance and resources to cities, counties, schools, school districts and state agencies for improvements that get more children walking and bicycling to school safely, reduce congestion around schools, and improve air quality.

WSDOT Surface Transportation Program (STP): WSDOT allocates STP funds to Metropolitan Planning Organizations (MPOs) and County Lead Agencies for prioritizing and selecting projects that align with their regional priorities involving all entities eligible to participate in a public process. Projects eligible for STP funding includes highway and bridge construction and repair; transit capital projects; bicycle, pedestrian, and recreational trails; construction of ferry boats and terminals.

CAPITAL FACILITY STRATEGIES

The Growth Management Act (GMA) requires that Transportation and Capital Facilities Elements of the Comprehensive Plan contain finance plans that match future transportation and other Capital Facilities needs against projected revenue capacities. To project realistic available revenues and expected costs for Capital Facilities, the City needs to consider all current programs and policies that influence decisions about the funding mechanisms for public facilities. The most relevant of these are described below. These policies along with the goals and policies articulated in the Comprehensive Plan form the basis for the development of various funding scenarios.

MECHANISMS TO PROVIDE CAPITAL FACILITIES

Increase Local Government Appropriations. The City will investigate the impact of increasing current revenues, including any related tax rates, and will actively seek new revenue sources. In addition, on an annual basis at the time of budget preparation and adoption, the City will review the implications of the current revenue system as a whole.

The City has developed and adopted its Six-Year Capital Improvement Program within this chapter as required by the GMA. However, many funding sources are difficult to forecast and it is understood that many of the projects require grants which may not be approved in the timeframe desired by the City. The actual year of the project would depend on need and available funding. Also, a number of long range projects have been identified for the remaining fiscal years of the Comprehensive Planning period.

Analysis of Debt Capacity. Generally, Washington state law permits a city to ensure a general obligation (GO) bonded debt equal to 1.5% of its property valuation without voter approval. By a 60% majority vote of its citizens, a city may assume an additional general obligation bonded debt of 1%, bringing the total for general purposes up to 2.5% of the

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

value of taxable property. The value of taxable property is defined by law as being equal to 100% of the value of assessed valuation. For the purpose of supplying municipally-owned electric, water, or sewer service and with voter approval, a city may incur another general obligation bonded debt equal to 2.5% of the value of taxable property. With voter approval, cities may also incur an additional general obligation bonded debt equal to 2.5% of the value of taxable property for parks and open space. Thus, under state law, the maximum general obligation bonded debt which a city may incur cannot exceed 7.5% of the assessed property valuation.

Municipal revenue bonds, such as water utility bonds, are not subject to a limitation on the maximum amount of debt which can be incurred. These bonds have no effect on the city's tax revenues because they are repaid from revenues derived from the sale of service.

The "pay as you go" financing method is easy to administer and may be appropriate for certain capital projects, especially during periods of slow growth and when future tax receipts may be uncertain. However, the city will consider using debt financing if a significant level of growth occurs. This will shift some of the cost for Capital Facilities to future users, and the effects of inflation will allow the city to repay the debt in "cheaper" dollars.

User Charges and Connection Fees. User charges are designed to recoup the costs of public facilities or services by charging those who benefit from such services. As a tool for affecting the pace and pattern of development, user fees may be designed to vary for the quantity and location of the service provided. Thus, charges could be greater for providing services further distances from urban areas.

Mandatory Dedications or Fees in Lieu of. The City may require, as a condition of plat approval, that subdivision developers dedicate a certain portion of the land in the development to be used for public purposes, such as roads or parks. Dedication may be made to the local government or to a private group, such as a homeowners association. The provision of public services through subdivision dedications not only makes it more feasible to serve the subdivision, but may make it more feasible to provide public facilities and services to adjacent areas. This tool may be used to direct growth into certain areas.

Negotiated Agreement. This is an agreement whereby a developer studies the impact of development and proposes mitigation for the city's approval. These agreements rely on the expertise of the developer to assess the impacts and costs of development. Such agreements are enforceable by the jurisdiction. The negotiated agreement may require lower administrative and enforcement costs than impact fees.

Impact Fees. Impact fees may be used to affect the location and timing of infill development. Infill development usually occurs in areas with excess capacity of Capital Facilities. If the local government chooses not to recoup the costs of Capital Facilities in underutilized service areas, infill development may be encouraged by the absence of

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

impact fees on development(s) proposed within such service areas. Impact fees may be particularly useful when a community is facing rapid growth and new residents desire a higher level of service than the community has traditionally provided.

OBLIGATION TO PROVIDE CAPITAL FACILITIES

Coordination with Other Public Service Providers: Local goals and policies as described in the other Comprehensive Plan Elements are used to guide the location and timing of development. However, many local decisions are influenced by state agencies, special service districts, and utilities that provide public facilities within the City. The planned capacity of public facilities operated by other jurisdictions must be considered when making development decisions. Coordination with other entities is essential not only for the location and timing of public services, but also in the financing of such services. Such coordination would include financing for construction and operation of such facilities as fire stations, libraries, schools, state facilities, and river levees.

The City's plan for working with the natural gas, electric, and telecommunication providers is detailed in the Utilities Element. This Element includes policies for sharing information and a procedure for negotiating agreements for provision of new services in a timely manner.

Level of Service (LOS) Standards: Level of service standards are an indicator of the extent or quality of service provided by a facility related to the operational characteristics of the facility. They are a summary of existing or desired public service conditions. The process of establishing level of service standards requires the city to make quality of service decisions explicit. The types of public services for which the city has adopted level of service standards will be improved to accommodate the impacts of development and maintain existing service in a timely manner with new development.

Level of service standards will influence the timing and location of development, by clarifying which locations have excess capacity that may easily support new development, and by delaying new development until it is feasible to provide the needed public facilities. In addition, to avoid over extending public facilities, the provision of public services may be phased over time to ensure that new development and projected public revenues keep pace with public planning. The city has adopted level of service standards for a number of public services, as summarized in Policy CF3.3.

Potential Annexation Areas: The City's Potential Annexation Areas can adequately be served by the current City services when annexed. Prior to approval of new development within these areas, the City will review the Capital Facilities and other Elements of the Comprehensive Plan to ensure the resources will be available to provide the services necessary to support such new development at adopted or specified levels of service.

CAPITAL FACILITIES PROJECTS

Table CF-4 sets forth a six-year Capital Facilities project plan, based on the capital facility needs identified in this plan. Since the Comprehensive Planning process is dynamic and

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

ongoing, the six-year plan will be periodically reviewed and updated. Given the uncertainties of funding sources, patterns of development, etc. it is sometimes impractical to identify in the plan a specific year in which a given capital facility project will be undertaken.

There are a number of financial assumptions upon which the Capital Facilities Element is based. The assumptions about current and future conditions include the following:

- The cost of running the City government will continue to increase due to inflation, state and federal mandates, and other factors, while state and federal shared revenues will continue to decrease.
- New revenue sources will be necessary to maintain and improve city services and facilities.
- In the General Fund, revenues are inadequate to meet operating and maintenance needs, let alone capital needs.

Significant capital investment is needed to maintain, repair, and rehabilitate the City's aging infrastructure and to accommodate future growth.

WATER UTILITY FACILITIES

The 2015 Comprehensive Water System Plan includes a Capital Improvements Plan for water improvements. Table CF-6 at the end of this Capital Facilities Element summarizes the Water System Capital Improvements Program at a high level. More detailed information about the specific projects can be found in the Water System Plan.

SEWER UTILITY FACILITIES

As the City's sewer collection and conveyance system was recently built in 2008 and designed to accommodate a build-out population of 4,974 which exceeds the City's projected build-out population of 4,652, there is no Capital Improvements Program developed for it as this time. The City is in the process of creating a program for the sewer system.

TRANSPORTATION FACILITIES

The Transportation Element was updated in 2015, and amended in 2017, 2018, [2019](#) and [2019/2020](#). The 2015 Comprehensive Plan Update included new traffic modeling which reflects the proposed land use changes from a 2015 docket request to reclassify approximately 35 acres of light industrial land to high-density residential. The 2018 amendment included a new traffic level of service analysis which was based on traffic count data reported from 2007, 2009, 2012, 2016, and 2017. The twenty-year Transportation Improvement Plan (TIP) is presented in Table CF-4 below. The TIP includes projects that are needed to increase the capacity of the City's roadways in order to accommodate new growth. The City's transportation impact fee is calculated from the cost of implementing the capacity/LOS related projects listed in the Transportation Improvement Plan.

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

Table CF-4
Transportation Improvement Plan 2015-2035

Project Name	Project Description	<u>Estimated</u> Cost in 2019 Dollars	Capacity (LOS) Related
Tolt Ave (SR 203) Corridor Central Business District (CBD) Improvements Eugene to Rutherford	Construction of full street and hardscape improvements, including: street re-grading and paving; aerial-to-underground utility conversion; street and pedestrian lighting; storm drainage infrastructure; street trees and planting; and site furnishings. Widen to three lanes for left turns.	\$6,833,380 <u>,337,092</u>	Yes
Larson Avenue Connector 40 th to Entwistle	Construct new 2 lane arterial roadway with parking lanes, curb & gutter, sidewalk, new storm drainage, illumination, and signing/striping. A parking lane could be replaced with two bicycle lanes or a sharrows lane.	\$1,987,950	Yes
Tolt Ave (SR 203) Corridor South Greenway (east side) Tolt Bridge to Entwistle	New curbs, gutters, planting strip, and paved pathway; storm drainage improvements; partial aerial-to-underground utility conversion; illumination; crosswalk; parking and site furnishing. Widen to three lanes for left turns.	\$4,758,300	Yes
Tolt Ave (SR 203) Corridor South Entry (west side) Tolt MacDonald Park to Eugene	Enhance the pedestrian network and widen roadway for on-street parking; new curb, gutter, planting strip, and sidewalk; storm drainage improvements; and street trees and site furnishings. Widen to three lanes for left turns.	\$1,339,000	Yes
Milwaukee Avenue Connector 50 th to 55 th	Construct new 2 lane roadway with a parking lane; curb, gutter, and sidewalk; new storm drainage; illumination, and signing/striping.	\$1,835,500	Yes
316th (Stewart) Avenue Connector Morrison to 55 th	Construct new 2 lane roadway with a parking lane; curb, gutter, and sidewalk; new storm drainage; illumination, and signing/striping.	\$2,115,000	Yes
Tolt Ave at Morrison Intersection Improvements	Install traffic signal or circle and reconstruct pavement with curbs, gutters, and ADA compliant sidewalk ramps; illumination upgrades; drainage modifications; and signing/striping.	\$644,000	Yes
Tolt Ave at Blanche Intersection Improvements	Construct a traffic circle and reconstruct pavement with curbs, gutters, and ADA compliant sidewalk ramps; illumination upgrades; drainage modifications; and signing/striping.	\$1,884,969	Yes

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

Project Name	Project Description	<u>Estimated</u> Cost in 2019 Dollars	Capacity (LOS) Related
Tolt Hill Road/SR 203 Intersection Improvements	This project is outside the UGA boundary. This is a partnership-project in which the City, if desired, could be a financial participant to a WSDOT and/or King County lead project. Requires WSDOT warrant justification for signalization of the intersection.	\$670,000	Yes, but outside city limits
NE 40th St. "Arterial" Reconstruction Tolt to Larson	Reconstruct and widen NE 40th Street to include 2-12' asphalt travel lanes with a turn lane at the intersection with Tolt; a parking lane; a bike lane; curb & gutters, and sidewalk on both sides of the street; new storm drainage facilities; illumination upgrades; and signing/stripping.	\$847,600	No
East Bird Street Reconstruction Commercial to Milwaukee	Reconstruct and widen 2 lane road with asphalt travel lanes; gravel parking shoulder; landscaped rain gardens and a five-foot asphalt walkway on one side and ADA compliant sidewalk ramps.	\$528,580	No
West Rutherford Street Reconstruction Tolt to Stewart	Reconstruct and widen 2 lane road with asphalt travel lanes; gravel parking shoulder; landscaped rain gardens and a five-foot asphalt walkway on one side and ADA compliant sidewalk ramps.	\$584,220	No
East Reitze Street Reconstruction Milwaukee to Stossel	Reconstruct and widen 2 lane road with asphalt travel lanes; gravel parking shoulder; landscaped rain gardens and a five-foot asphalt walkway on one side and ADA compliant sidewalk ramps.	\$639,860	No
Bird Street "Festival Street" Reconstruction Stossel to Stephens	Reconstruct Bird Street between Stephens Ave and Stossel Ave as a "festival street" to include special paving and a "curb-less" facility accommodating two travel lanes, parking, and sidewalk/furnishing zone; underground stormwater facilities; planters, lighting, and other pedestrian amenities; and signing/stripping.	\$1,508,000	No
Tolt Ave (SR 203) Corridor North Greenway (east side) Rutherford to 55th	Improve east side of the existing travel lanes, including new curb, gutter, on-street parking; planting strip and paved pathway; storm drainage improvements; partial aerial-to-underground utility conversion; illumination; planting and site furnishings.	\$2,652,000	No
Tolt Ave (SR 203) Corridor North Entry (west side) Rutherford to 55th	Improve west side with a new curb, gutter, planting strip, and sidewalk; storm drainage improvements; portions of street widening with a center landscaped median within the existing roadway; street trees and site furnishings.	\$2,190,100	No

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

Project Name	Project Description	Estimated Cost in 2019 Dollars	Capacity (LOS) Related
East Entwistle Pedestrian Improvements 329th to 332nd	Construct a 5' wide sidewalk, curb, gutter, and stormwater collection and infiltration facilities on the south side of the road, install ADA compliant curb ramps, and add three light standards to better illuminate the roadway and pedestrian path. Low Impact Development (LID) features will be incorporated where technically feasible to reduce runoff and provide water quality treatment.	\$ 401,830 <u>489,320</u>	No
McKinley Avenue Sidewalk Eugene to Blanche	Construct concrete sidewalk, curb, gutter and stormwater collection and infiltration facilities along the east side of the street. This project fills in sidewalk gaps along McKinley Avenue.	\$433,420	No
City Wayfinding Signage Improvements	Install wayfinding directional signs; en-route markers; information kiosks & gateways; and other signage to formalize and mark wayfinding for motorist and creating pedestrian-oriented walking routes within the City.	\$190,000	No
Tolt Ave (SR 203) Corridor Garden Tracts Walkway 55th to 60th	Construct a 6-foot asphalt path along the east side of Tolt Ave (SR 203) with 10-foot wide landscaping/planting in a buffer strip between the path and roadway shoulder.	\$377,000	No
Tolt River Bridge Painting and Walkway Improvements	This project consists of painting the bridge and installing accent lighting to enhance character in creating a "gateway" at the south end of the City. Additional improvements include modifying the existing channelization across the bridge structure to provide an additional sidewalk to the eastside of the bridge. This is a partnership-project in which the City, if desired, could be a financial participant to a WSDOT lead project.	\$1,540,000	No
TOTAL		\$35,255,494 <u>36,551,911</u>	

PARKS FACILITIES

The Parks and Recreation Capital Improvement Plan (CIP) in Table CF-5 below is developed from the priorities, goals and policies established in the Parks and Recreation Element. Parks improvements that are identified in the Parks and Recreation Capital Improvement Plan are expected to adequately serve the population increase.

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

Table CF-5
Parks and Recreation Capital Improvement Plan

	2017 Cost Estimates	Phase 1 2015-2021	Phase 2 2022-2028	Phase 3 2029-2035
Hockert Park (Redevelopment completed in 2018)				
Valley Memorial Park				
Re-finish tennis/basketball courts	\$25,000	\$28,750		
Picnic structure	\$80,000	\$92,000		
Looped trail	\$46,875	\$53,906		
Basketball hoop	\$3,750	\$4,313		
Toddler structure	\$25,000	\$28,750		
Reconfigure/pave parking lot 18 spaces	\$50,750		\$76,736	
Skatebowl improvements	\$50,000		\$75,602	
BMX viewing/picnic area	\$5,000	\$5,750		
	\$286,375			
Tolt Commons/Community Shelter				
Picnic tables	\$7,500	\$8,625		
Grills	\$2,500	\$2,875		
Land acquisition adjacent to Shelter (acquired 2018)				
Land acquisition	\$178,313		\$269,616	
	\$188,313			
River's Edge Park				
New Fence	\$15,625		\$23,626	
Other improvements desired by neighborhood	\$78,125		\$118,128	
	\$93,750			
Loutsis Park				
Landscape screen along western boundary	\$18,750	\$21,563		
Fitness course	\$50,000		\$75,602	
Pave parking lot	\$55,000		\$83,162	
	\$123,750			
West Side Park				
Site work	\$12,500		\$18,901	
Fence:	\$15,200		\$22,983	
Play structure(s)	\$62,500		\$94,503	
Picnic table	\$3,750			\$6,400
Grill	\$1,250			\$2,155
Open sided structure	\$20,000			\$35,000
	\$115,200			
Trails system				
Pathway on Entwistle/NE 45th				
Sidewalk on SR203 west side s. of NE 40th	\$25,000	\$28,750		
Work with King County on Tolt Levee Trail				
Work with King County on Snoqualmie River Trail				
Signage	\$62,500	\$71,875		
Bicycle racks 10 in CBD/SC zones	\$15,000	\$17,250		
	\$102,500			

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

	2017 Cost Estimates	Phase 1 2015-2021	Phase 2 2022-2028	Phase 3 2029-2035
New Mini-parks				
In PAA west of SR203	\$187,500			\$222,000
Northeastern development	\$187,500			\$222,000
	\$375,000			
		Phase 1	Phase 2	Phase 3
Total in 2017 Dollars	\$1,603,950			
Totals	\$2,083,626	\$712,641	\$883,430	\$487,555

SIX YEAR CAPITAL IMPROVEMENTS PLAN

Table CF-6 contains a summary of the City’s capital improvements for water, streets and parks over the next six-year period. Grants and loans will be used to pay for many of these improvements, although the City must carefully plan its resources to have adequate local match funds. It should be noted that the year of implementation for some of the projects may not fall within the next six-year period, if grant funding is not available. Other projects on the list may not occur within the six-year period, as development that would create the necessity for particular capital projects may not occur within that time period. For example, some of the projects listed in the CIP will not be initiated until annexation of Potential Annexation Areas to the north.

**City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT**

**TABLE CF-6
CAPITAL IMPROVEMENTS PROGRAM 2015-2035**

TRANSPORTATION SYSTEM IMPROVEMENT PROJECTS

Type	Project No.	STIP Priority	Project Name	Actual Prior Years	Estimated 2019 2020	2020 2021	2021 2022	2022 2023	2023 2024	2024 2025	2025 2026	Six-Year Period Total	Beyond 2025 2026
Tier I CAPACITY/LOS (CP)	CP1	1	Tolt Ave (SR203) Central Business District (CBD) Improvements (Eugene to Rutherford)	\$ 946,373 <u>1,190,157</u>	\$ 1,036,427 <u>541,492</u>	\$ 4,850,580 <u>7,605,441</u>						\$ 4,850,580 <u>7,605,443</u>	
	CP2	4	Larson Avenue Connector (NE 40th St. to Entwistle St.)				\$ 392,200			\$ 184,125 <u>57,632</u>	\$1,411,625	\$1,987,950	
	CP3		Tolt Ave (SR203) - South Greenway (East side: Tolt Ave bridge to Entwistle St.)										\$ 4,758,300
	CP4		Tolt Ave (SR 203) - South Entry (West side: Tolt McDonald Pk to Eugene)										\$ 1,339,000
	CP5		Milwaukee Avenue Connector (NE 50th St. to 55th St.)										\$ 1,835,500
	CP6		316th (Stewart) Avenue NE Connector (NE 55th St. to Morrison St.)										\$ 2,115,000
	CP7		Tolt Ave (SR203) and Morrison Street Intersection Improvements										\$ 644,000

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

Type	Project No.	STIP Priority	Project Name	Actual Prior Years	Estimated 20192020	20202021	20212022	20222023	20232024	20242025	20252026	Six-Year Period Total	Beyond 20252026
	CP8		Tolt Ave (SR203) and Blanche Street Intersection Improvements										\$ 1,884,969
	SUBTOTAL CAPACITY PROJECTS				\$946,373 <u>1,190,157</u>	\$1,036,427 <u>541,992</u>	\$4,850,580 <u>7,605,443</u>		\$ -392,200		\$ -184,125 <u>576,325</u>	\$1,411,625	\$6,838,530 <u>9,593,393</u>
Tier II STREET IMPROVEMENT (SI)	SI1	5	NE 40th Street Arterial Reconstruction (Tolt Ave to Larson Ave)							\$ 97,800	\$ 749,800	\$ 847,600	
	SI2	7	East Bird Street Reconstruction (Commercial to Milwaukee - 950 LF)				\$ 60,990	\$ 467,590				\$ 528,580	
	SI4	11	West Rutherford Street Reconstruction (Tolt to Stewart - 1,050 LF)					\$ 67,410	\$ 516,810			\$ 584,220	
	SI4	13	East Reitze Street Reconstruction (Milwaukee to Stossel - 1,150 LF)						\$ 73,830	\$ 566,030		\$ 639,860	
	SI7	15	Bird Street "Festival Street" Reconstruction (Stossel to Stephens)							\$ -174,000	\$1,334,000	\$1,508,000	<u>\$1,508,000</u>
	SI5		Tolt Ave (SR 203) Corridor - North Greenway (East side: Rutherford to NE 55th)										\$ 2,652,000
	SI6		Tolt Ave (SR 203) Corridor - North Entry (West side:										\$ 2,190,100

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

Type	Project No.	STIP Priority	Project Name	Actual Prior Years	Estimated 20192020	20202021	20212022	20222023	20232024	20242025	20252026	Six-Year Period Total	Beyond 20252026
			Rutherford to NE 55th)										
	SUBTOTAL STREET IMPROVEMENT PROJECTS						\$ 60,990	\$ 535,000	\$ 590,640	\$ 837,830 3,830	\$ 2,083,800 749,800	\$ 4,108,260 600,260	\$ 4,842,100 6,350,360
Tier III STREET REPAIR (SR)	SR1	6	NE 40th Street Overlay (Larson Ave to Park Entry - 1,150 LF)							\$ 10,500	\$ 80,500	\$ 91,000	
	SR2	8	West Bird Street Chip Seal (Tolt Ave to Stephens Ave - 280 LF)				\$ 1,605	\$ 12,305				\$ 13,910	
	SR3	9	West Commercial Street Overlay (Tolt Ave to Stephens - 400 LF)				\$ 7,050	\$ 51,700				\$ 58,750	
	SR4	10	Myrtle Street Overlay (Tolt Ave to King/Stossel St - 820 LF)				\$ 14,475	\$ 106,150				\$ 120,625	
	SR5	12	Stossel Avenue Overlay (Entwistle to Rutherford - 1,180 LF)					\$ 16,050	\$ 123,050			\$ 139,100	
	SR6	14	Regal Glen Cul-de-Sacs Overlay (1,531 LF)						\$ 31,400	\$ 172,700		\$ 204,100	
	SR7	16	East Entwistle Street Overlay (Spilman to 329 th - 2,325 LF)							\$ 37,600	\$ 376,000	\$ 413,600	
	SR8	17	Stephens Avenue Overlay (W Entwistle to Morrison - 1,825 LF)								\$ 21,500	\$ 21,500	\$ 232,200
		SUBTOTAL STREET PAVEMENT PRESERVATION PROJECTS						\$ 23,130	\$ 186,205	\$ 154,450	\$ 220,800	\$ 478,000	\$ 1,062,585

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

Type	Project No.	STIP Priority	Project Name	Actual Prior Years	Estimated 20192020	20202021	20212022	20222023	20232024	20242025	20252026	Six-Year Period Total	Beyond 20252026
Tier IV MAINTENANCE (CSMA)	WA-03837		Preventative Street Repair & Maintenance (crack sealing, pothole filling)	\$ 10,800	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000		
	SUBTOTAL PREVENTATIVE STREET REPAIR & MAINTENANCE PROJECTS			\$ 10,800	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000		
NON-MOTO PROJECTS (NM)	NM1	2	East Entwistle Pedestrian Improvements (329th to 334th Ave)			\$ 75,280	\$ 401,8304 14,040					\$ 401,830489, 320	
	NM2	3	McKinley Avenue Sidewalk (Eugene Street to Blanche Street)				\$ 433,420	\$ 433,420				\$ 433,420	
	*		City Wayfinding Signage Improvements										\$ 190,000
	SUBTOTAL NON-MOTORIZED IMPROVEMENT PROJECTS					\$ 75,280	\$ 835,2504 14,040	\$ 433,420				\$ 835,250922, 740	\$ 190,000
JOINT-AGENCY PROJECTS (JA)	JA1		Tolt Ave. (SR 203) - Garden Tracts Walkway (55th to 60th)										\$ 377,000
	JA2		Tolt Hill Road/SR 203 Intersection Improvements										\$ 670,000
	JA3		Tolt River Bridge Painting and Walkway Improvements										\$ 1,540,000
	SUBTOTAL JOINT-AGENCY PROJECTS												\$ 2,587,000
TOTAL ALL PROJECTS				\$957,173	\$1,048,427	\$4,862,580	\$ 931,3705 10,160	\$1,125,405	\$ 757,090	\$1,254,755	\$3,985,425	\$12,844,625	\$20,428,069
				1,200,957	553,492	7,692,723	1,166,625			1,472,955	2,651,425	14,178,978	21,936,069

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

PARKS & RECREATION IMPROVEMENT PROJECTS

	Priority	Project Name	Actual Prior Years	Estimated 2019	2020	2021	2022	2023	2024	2025	Six-Year Period Total	Beyond 2025
PARKS IMPROVEMENT PROJECTS	1	Fred Hockert Park Redevelopment	\$308,092									
		Valley Memorial Park Improvements	\$14,186									\$351,621
	2	Tolt Commons	\$76,040				\$11,500				\$11,500	\$266,125
		River's Edge Park										\$141,754
		Nick Loutsis Park						\$21,563			\$21,563	\$158,765
		West Side Park										\$179,941
		New Mini-Park in PAA west of SR 203										\$222,000
		New Mini-Park in Northeastern Development										\$222,000
TRAILS SYSTEM PROJECTS		East Entwistle Pedestrian Path	(Project included in TIP)									
		Sidewalk on west side SR 203 south of 40th					\$28,750				\$28,750	
		Signage					\$71,875				\$71,875	
		Bicycle Racks in CBD/SC Zones					\$17,250				\$17,250	
TOTAL PARKS & RECREATION PROJECTS			\$398,318				\$11,500	\$139,438			\$150,938	\$1,542,206

**City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT**

WATER SYSTEM IMPROVEMENT PROJECTS (see the 2015 Comprehensive Water System Plan for detailed project information)

		Priority	Project Name	Actual Prior Years	Estimated 2019	2020	2021	2022	2023	2024	2025	Six-Year Period Total	Beyond 2025
WATER SYSTEM PROJECTS			Spring Source Related Improvements		\$20,000								\$5,290,000
			Well Source Related Improvements	\$21,900	\$100,000						\$30,000	\$30,000	
			Miscellaneous CIP Improvements	\$168,704	\$39,500	\$140,000	\$80,000	\$70,000	\$40,000	\$40,000	\$215,000	\$585,000	\$2,031,796
			Water Main Improvements	\$1,538,146	\$450,000	\$70,000		\$402,500			\$437,500	\$910,000	\$5,807,354
TOTAL WATER SYSTEM PROJECTS				\$1,728,750	\$609,500	\$210,000	\$80,000	\$472,500	\$40,000	\$40,000	\$682,500	\$1,525,000	\$13,129,150

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

V. MONITORING AND EVALUATION

The Capital Facilities Element is the mechanism by which the City can stage the timing, location, projected cost, and revenue sources for the capital improvements identified for implementation. The planned expenditures and funding sources for each project from FY 2015 through FY 2021 are shown by priority. Top priority is generally given to projects which correct existing deficiencies, followed by those required for facility replacement, and those needed for future growth.

Monitoring and evaluation are essential in ensuring the effectiveness of the Capital Facilities Element. This Element will be reviewed and amended periodically to verify that fiscal resources are available to provide public facilities needed to support adopted level of service (LOS) standards and measurable objectives.

The review will include an examination of the following considerations in order to determine their continued appropriateness:

- Any corrections, updates, and modification concerning costs; revenue sources; acceptance of any dedications which are consistent with the element; or projected dates of construction of any proposed improvements;
- The Capital Facilities Element's continued consistency with the other elements and its support of the Land Use Element;
- The priority assignment of existing public facility deficiencies, especially those related to health and safety;
- The City's progress in addressing existing deficiencies;
- The criteria used to evaluate capital improvement projects in order to ensure that projects are being ranked in their appropriate order of priority;
- The City's effectiveness in maintaining the adopted LOS standards and achieving measurable objectives;
- The use and effectiveness of impact fees or mandatory dedications of property which may be required of a new development in order to provide new developments' *pro rata* share of Capital Facilities costs required to meet adopted LOS standards.
- The impacts of special districts or other regional service providers on the City's ability to maintain its adopted LOS standards;
- Efforts made to secure grants or private funds, whenever available, to finance the provision of capital improvements;
- The criteria used to evaluate proposed plan amendments.

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

VI. GOALS AND POLICIES

GOAL CF 1

To assure that capital improvements necessary to carry out the Comprehensive Plan are provided when they are needed.

Policy CF1.1 The City shall coordinate its land use and public works planning activities with an ongoing program of long-range financial planning, in order to conserve fiscal resources available to implement the Capital Facilities plan.

Policy CF1.2 Inter-local service agreements with water utilities serving rural and resource lands should specify limitations on the use of the surplus water consistent with Countywide planning policies. Surplus water may be sold to resolve immediate health or safety problems threatening existing residents but must not be in perpetuity unless the City can do so without risks to its current and future residents.

Policy CF1.3 Continue to upgrade the City water system to improve water use efficiency.

Policy CF1.4 Ensure the use of the sanitary sewer system in a manner consistent with the City's adopted Sewer Plan.

Policy CF1.5 The City adopts the School Impact Mitigation Fee Schedule from the Riverview School District Capital Facilities Plan to enable the district to collect impact mitigation fees in accordance with the Inter-local Agreement.

Policy CF1.6 The City will develop and adopt appropriate impact fees or related funding mechanisms to assess the developer's fair share contributions to other public facility improvements (such as parks and streets) required to serve new development.

Policy CF1.7 The City shall coordinate or provide needed Capital Facilities and utilities based on adopted levels-of-service and forecasted growth in accordance with the Land Use Element of this plan.

GOAL CF2

To ensure that the continued development and implementation of the Capital Facilities Plan (CFP) reflects the policy priorities of the City Council.

Policy CF2.1 High priority of funding shall be accorded projects which are consistent with the adopted goals and policies of the City Council.

Policy CF2.2 Projects shall be funded only when incorporated into the City budget, as adopted by the City Council.

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

Policy CF2.3 Capital projects that are not included in the six-year Capital Facilities Plan and which are potentially inconsistent with the Comprehensive Plan shall be evaluated through the Comprehensive Planning process prior to their inclusion into the City's annual budget, unless otherwise agreed upon by the City Council.

Policy CF2.4 The six-year Capital Facilities Plan should be updated annually prior to the City budget process.

Policy CF2.5 Any city capital activity with a cost of over \$100,000 may require a financial impact analysis that contains sections dealing with sources and uses of funds, impacts on the overall city budget and on public debt, impact on taxes, impacts on users and non-users (e.g. regarding user fees, if any) and benefit-cost computations, if applicable.

Policy CF2.6 All City departments shall review changes to the CFP and shall participate in the annual review as deemed necessary by City Council and the City Manager.

Policy CF2.7 Large-scale capital improvement projects will be included in the Six-Year Schedule of Improvements of this element. Smaller capital improvements will be reviewed for inclusion in the annual budget.

Policy CF2.8 Proposed capital improvement projects will be evaluated using all the following criteria: a. whether the project is needed to correct existing deficiencies, replace needed facilities, or to provide facilities needed for future growth; b. elimination of public hazards; c. elimination of capacity deficits; d. financial feasibility; e. site needs based on projected growth patterns; f. new development and redevelopment; g. plans of state agencies; h. local budget impact; and i. location and effect upon natural and cultural resources.

GOAL CF 3

To actively influence the future character of the City by managing land use change and by developing City facilities and services in a manner that directs and controls land use patterns and intensities.

Policy CF3.1 Development shall be allowed only when and where all public facilities are adequate and only when and where such development can be adequately served by essential public services without reducing levels of service elsewhere.

Policy CF3.2 If adequate facilities are currently unavailable and public funds are not committed to provide such facilities, developers must provide such facilities at their own expense in order to develop.

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

Policy CF3.3 The following level of service guidelines should be used to evaluate whether existing public facilities are adequate to accommodate the demands of new development:

- A. Water - Require that new development have adequate water supply for consumption and fire flow. Maintain the current level of service of 225 gallons per day per equivalent residential unit.
- B. Wastewater - Residential flow planning value of 65 gallons per capita per day based on using a vacuum sewer system.
- C. Solid Waste - Collection service for garbage, recyclable materials, and yard waste shall be available to all properties within the City.
- D. Police Protection - Coordinate development review and police protection facility planning to ensure that: a) adequate police protection can be provided; and b) project designs discourage criminal activity.
- E. Fire Protection - Coordinate development review and fire protection facility planning to ensure that: a) adequate fire protection and emergency medical service can be provided; and b) project designs minimize the potential for fire hazard.
- F. Public Schools - Coordinate development review and school facility planning to ensure that adequate school facilities will be available to accommodate anticipated increases in students. Adequate school facilities are considered to be permanent school buildings.
- G. Parks and Recreation - Maintain level of service standards as identified in the Parks and Recreation Element to provide adequate parks and recreation facilities to serve City residents.
- H. Transportation - Maintain the following level of service standards as identified in the Transportation Element:
 - State Highway Intersections: Level of Service "D"
 - Arterials: Level of Service "D"
 - Transit: As established by the Transit service provider
 - Collectors and Local: Design Standards
- I. Stormwater Management Systems – Stormwater shall be infiltrated on site. Development will be regulated to ensure that its post development run-off does not exceed the predeveloped discharge volume and/or rate. Stormwater management for new development shall comply with all relevant state and federal regulations,

Policy CF3.4 A development shall not be approved if it causes the level of service on a capital facility to decline below the standards set forth in Policy CF3.3, unless capital improvements or a strategy to accommodate the impacts are

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

made concurrent with the development for the purposes of this policy. "Concurrent with the development" shall mean that improvements or strategy are in place at the time of the development or that a financial commitment is in place to complete the improvements or strategies within six years, except in the case of public schools, whereby a financial commitment to complete the improvements within three years is required.

Policy CF3.6 Provide copies of development proposals to the various providers of services, such as the school district, fire district and utility providers, for comments on the available capacity to accommodate development and any needed system improvements.

Policy CF3.7 The community impacts of new or expanded Capital Facilities should be reviewed. They should be compatible with surrounding land uses; to the extent reasonably possible for a growing rural city, such facilities should have minimum impacts on natural and historic resources or built environment, and follow strict adherence to environmental regulations.

Policy CF3.8 City plans and Development Regulations should identify and allow for the siting of essential public facilities. Cooperatively work with surrounding municipalities and King County during the siting and development of facilities of regional significance.

GOAL CF4

To finance the city's needed Capital Facilities in as economic, efficient, and equitable a manner as possible.

Policy CF4.1 Provide needed public facilities that are within the ability of the City to fund or within the City's authority to require others to provide.

Policy CF4.2 Finance the six-year Capital Improvement Program within the City's financial capacity to achieve a balance between available revenue and needed public facilities. If the projected funding is inadequate to finance needed public facilities based on forecasted growth, the City could do one or more of the following:

- Change the land use element;
- Increase the amount of revenue from existing sources;
- Adopt new sources of revenue; and/or
- Adopt a lower level of service for public facilities.

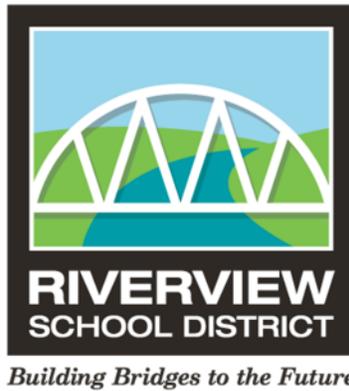
Policy CF4.3 The ongoing operation and maintenance costs of a public facility should be financially feasible prior to constructing the facility.

City of Carnation
2020 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

Policy CF4.4 Base the financing plan for public facilities on realistic estimates of current local revenues and external revenues that are reasonably anticipated to be received by the City.

Policy CF4.5 The City will support and encourage the joint development and use of cultural and community facilities with other governmental or community organizations in areas of mutual concern and benefit.

RIVERVIEW SCHOOL DISTRICT NO. 407
2020
CAPITAL FACILITIES PLAN



BOARD OF DIRECTORS

Lori Oviatt	President
Sabrina Parnell	Vice-President
Danny L. Edwards	Director
Jodi Fletcher	Director
Carol Van Noy	Director

SUPERINTENDENT

Dr. Anthony L. Smith

PREPARED BY

Meisha Robertson
Director of Business and Operations
(425) 844-4505

ORDINANCE NO. ____

AN ORDINANCE OF THE CITY OF CARNATION, WASHINGTON, AMENDING CHAPTER 15.32 CMC NON-CONFORMING SITUATIONS FOR THE PURPOSE OF MODIFYING THE TIME LIMITS FOR NON-CONFORMING SITUATIONS SPECIFIC TO ABANDONMENT AND DISCONTINUANCE OF USE, LOCATED IN SECTION CMC 15.32.070; ADOPTING LEGISLATIVE FINDINGS; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, pursuant to Chapter 35A.63 RCW, Chapter 36.70A RCW, and Chapter 58.17 RCW, the City of Carnation has established zoning, land use, and subdivision regulations governing development within the City; and

WHEREAS, the City desires to amend the time limits associated with non-conforming situations specific to abandonment and discontinuance of use; and

WHEREAS, the City modified the Table of Permissible Uses for residential uses, eliminating the allowance of detached single-family dwellings from both the Mixed Use and R24 zones thereby resulting in multiple non-conforming properties; and

WHEREAS, the non-conforming situation existing on these properties is through no fault of the property owner and the City seeks to provide additional leeway to these properties for abandonment and discontinuance of use; and

WHEREAS, currently a non-conforming situation must be made conforming if it ceases to operate for a period of 180 days or more; and

WHEREAS, the City of Carnation Planning Board held a public hearing on August 25, 2020 to collect public testimony. At the close of the public hearing, the Planning Board made a motion to recommend approval to the City Council; and

WHEREAS, the City of Carnation City Council held a public hearing on September 15, 2020 to collect public testimony; and

WHEREAS, the amendments of CMC Chapter 15.32 set forth herein are consistent with the City's Comprehensive Plan and will implement the City Council's community planning vision; NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF CARNATION, WASHINGTON, DO
ORDAIN AS FOLLOWS:

Section 1. Findings. The City Council hereby adopts the above recitals as findings in support of the regulations set forth in this ordinance. The City Council further adopts by reference the findings of the Planning Board dated August 25, 2020, together with the following:

A. The City is authorized by State law, including but not limited to Chapter 35A.11 RCW, Chapter 36.70A RCW, Chapter 35A.63 RCW, Chapter 36.70B RCW and Chapter 58.17 RCW, to enact regulations governing the use and development of real property within the City's jurisdiction.

B. The Planning Board conducted a public hearing on the substance of this ordinance on July 28, 2020 and recommended adoption by the City Council. The City Council held a public hearing on this ordinance on August 18, 2020.

C. The regulations set forth in this ordinance have been processed and considered by the City in material compliance with all applicable procedural requirements, including but not limited to requirements related to public notice and comment.

D. All relevant requirements of SEPA have been satisfied with respect to this ordinance.

E. The City Council has carefully considered, and the regulations set forth in this ordinance satisfy, the review criteria codified at CMC 15.100.030(E).

F. The regulations set forth in this ordinance are consistent with and will implement the City's Comprehensive Plan, and will further advance public health, safety, and welfare.

Section 2. Amendment of CMC 15.32.070. Section 15.32.070 of the Carnation Municipal Code is hereby amended to read as follows:

15.32.070 Abandonment and discontinuance of nonconforming situations.

A. When a nonconforming use is (i) discontinued for a consecutive period of 180 days, or (ii) discontinued for any period of time without a present intention to reinstate the nonconforming use, the property involved may thereafter be used only for conforming purposes.

1. This period may be renewed for an additional 180 days at a time up to three times for a total of two years.
2. Property owners must request an extension of the 180-day time period at least 30 days prior to expiration.
3. Property owners must state the intention for the non-conforming situation.

.....

Section 3. Copy to Commerce. Pursuant to RCW 36.70A.106, the City Planner is hereby authorized and directed to provide a copy of this ordinance to the Washington State Department of Commerce within 10 days of adoption.

Section 4. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 3. Effective Date. This ordinance or a summary thereof consisting of the title shall be published in the official newspaper of the City and shall take effect and be in full force five (5) days after publication.

APPROVED by the Carnation City Council this ____ day of _____, 20__.

MAYOR, KIMBERLY LISK

ATTEST/AUTHENTICATED:

CITY CLERK, MARY MADOLE

APPROVED AS TO FORM:
OFFICE OF THE CITY ATTORNEY:

BY _____
J. ZACHARY LELL

FILED WITH THE CITY CLERK: _____
PASSED BY THE CITY COUNCIL: _____
PUBLISHED: _____
EFFECTIVE DATE:..... _____
ORDINANCE NO. _____



CARNATION CITY COUNCIL AGENDA BILL

<p>TITLE: An Ordinance amending Chapter 7 <u>Transportation Element</u> and Chapter 9 <u>Capital Facilities Element</u> of the Carnation Comprehensive Plan to adopt and incorporate by reference the City's 2021 Transportation Improvement Plan and the 2020 Riverview School District Capital Facilities Plan.</p>	Agenda Bill No.:	AB20-34
	Type of Action:	ORDINANCE
	Origin: <i>(Council/Manager)</i>	Council of the Whole
	Agenda Bill Author:	City Clerk
	EXHIBITS:	Date Submitted:
<ul style="list-style-type: none"> • Proposed Ordinance (attached to the public hearing materials) 	For Agenda of:	09/15/2020
	Expenditure Required:	
	Amount Budgeted:	
	Appropriation Required:	
	<p>SUMMARY STATEMENT AND DISCUSSION:</p> <p>This year's amendment to the Comprehensive Plan consists of amendments to Chapter 7 <u>Transportation Element</u> to adopt and incorporate by reference the City's 2021 Transportation Improvement Plan, and amendments to Chapter 9 <u>Capital Facilities Element</u> to adopt and incorporate by reference the 2020 Riverview School District Capital Facilities Plan so that the City can collect the District's updated school impact fees, and also update the Capital Improvement Plan to reflect the City's 2021 Transportation Improvement Plan.</p>	
<p>RECOMMENDED ACTION: I move to approve an ordinance amending Chapter 7 <u>Transportation Element</u> and Chapter 9 <u>Capital Facilities Element</u> of the Carnation Comprehensive Plan to adopt and incorporate by reference the City's 2021 Transportation Improvement Plan and the 2020 Riverview School District Capital Facilities Plan.</p>		
<p>LEGISLATIVE HISTORY:</p> <p>09/01/2020: City Council review and discussion 09/15/2020: City Council public hearing</p>		
ACTION TAKEN		
MOTION AS PROPOSED		
Motion made by:		MOTION AS AMENDED
Second by:		Motion made by:
Second by:		Second by:
	YES Vote	NO Vote
Hawkins		
Ribail		
Harris		
Lisk		
Green		
Passed/Failed		
Ordinance/Resolution No.:		Ordinance/Resolution No.:



CARNATION CITY COUNCIL AGENDA BILL

<p>TITLE: An Ordinance amending Chapter 3.48 CMC <u>School Impact Fees</u>; revising the City's codified school impact fee schedule based upon the updated Capital Facilities Plan adopted by the Riverview School District and incorporated by reference into the Carnation Comprehensive Plan.</p> <p>EXHIBITS:</p> <ul style="list-style-type: none"> • Proposed Ordinance 	Agenda Bill No.:	AB20-35
	Type of Action:	ORDINANCE
	Origin: <i>(Council/Manager)</i>	Council of the Whole
	Agenda Bill Author:	City Clerk
	Date Submitted:	09/10/2020
	For Agenda of:	09/15/2020
	Expenditure Required:	
	Amount Budgeted:	
	Appropriation Required:	

SUMMARY STATEMENT AND DISCUSSION:

The City has an inter-local agreement with Riverview School District that requires the City to collect school impact fees that are identified by the District in their annual Capital Facilities Plan. Impact fees are calculated using a formula based on the district's estimated cost per new dwelling unit to purchase land for school sites and construct/install school facilities, multiplied by the average number of students expected to be generated by new dwelling units. This formula results in a calculated fee for the anticipated cost per new student.

After the City Council has approved the 2020 amendment to the Carnation Comprehensive Plan to incorporate the Riverview School District 2020 Capital Facilities Plan by reference, implementation of the revised school impact fee requires passage of an ordinance amending the municipal code. The proposed changes to the school impact fees effective January 1st are as follows:

	Current (2020)	New (2021)
Per new SFR dwelling unit	\$15,406	\$13,931
Per new MFR dwelling unit	\$ 8,635	\$ 9,942

RECOMMENDED ACTION: I move to approve an ordinance amending Chapter 3.48 CMC School Impact Fees; revising the City's codified school impact fee schedule based upon the updated Capital Facilities Plan adopted by the Riverview School District and incorporated by reference into the Carnation Comprehensive Plan.

LEGISLATIVE HISTORY:
09/01/2020: City Council review and discussion

ACTION TAKEN					
MOTION AS PROPOSED			MOTION AS AMENDED		
Motion made by:			Motion made by:		
Second by:			Second by:		
	YES Vote	NO Vote		YES Vote	NO Vote
Hawkins			Hawkins		
Ribail			Ribail		
Harris			Harris		
Lisk			Lisk		
Green			Green		
Passed/Failed			Passed/Failed		
Ordinance/Resolution No.:			Ordinance/Resolution No.:		



ORDINANCE NO. ____

AN ORDINANCE OF THE CITY OF CARNATION, WASHINGTON, AMENDING CHAPTER 3.48 CMC SCHOOL IMPACT FEES; REVISING THE CITY’S CODIFIED SCHOOL IMPACT FEE SCHEDULE BASED UPON THE UPDATED CAPITAL FACILITIES PLAN ADOPTED BY THE RIVERVIEW SCHOOL DISTRICT AND INCORPORATED BY REFERENCE INTO THE CARNATION COMPREHENSIVE PLAN; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, pursuant to Chapter 3.48 CMC, the City imposes and collects school impact fees on behalf of the Riverview School District based upon the District’s capital facilities plan; and

WHEREAS, the Riverview School District has updated its capital facilities plan, which in turn has been incorporated by reference into the City’s Comprehensive Plan; and

WHEREAS, the City Council desires to amend the school impact fee schedule in order to reflect the District’s updated capital facilities plan; NOW, THEREFORE,

THE CITY COUNCIL OF THE CITY OF CARNATION, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Amendment of CMC 3.48.045. Section 3.48.045 of the Carnation

Municipal Code is hereby amended to provide in its entirety as follows:

3.48.045 Impact fee schedule.

Base Fee Schedule. The following fees shall be assessed for the indicated types of development:

	Single-Family	Multi-Family
Riverview School District	\$15,406 <u>13,931</u>	\$ 8,635 <u>9,942</u>
	Per dwelling unit	Per dwelling unit

Section 2. Severability. If any section, sentence, clause or phrase of this ordinance should be held to be invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause or phrase of this ordinance.

Section 3. Effective Date. This ordinance shall take effect and be in full force on January 1, 2021, and five (5) days after publication of an approved summary thereof consisting of the title in the official newspaper of the City.

APPROVED by the Carnation City Council this ____ day of _____, 20__.

MAYOR, KIMBERLY LISK

ATTEST/AUTHENTICATED:

CITY CLERK, MARY MADOLE

FILED WITH THE CITY CLERK: _____
PASSED BY THE CITY COUNCIL: _____
PUBLISHED: _____
EFFECTIVE DATE:..... _____
ORDINANCE NO. _____



CARNATION CITY COUNCIL AGENDA BILL

<p>TITLE: A Motion expressing a position of either support or opposition to proposed King County Charter Amendment No. 5, "Making the King County Sheriff an Appointed Position", that will be presented to the voters of King County at the November 3, 2020 general election, and urging either voter approval or rejection of the same.</p>	Agenda Bill No.:	AB20-36
	Type of Action:	MOTION
	Origin: <i>(Council/Manager)</i>	Mayor & Deputy Mayor
	Agenda Bill Author:	City Clerk
	EXHIBITS:	Date Submitted:
	For Agenda of:	09/15/2020
	Expenditure Required:	
	Amount Budgeted:	
	Appropriation Required:	
<p>SUMMARY STATEMENT AND DISCUSSION:</p> <p>As an alternative to holding a public hearing, RCW 42.17A.555 allows the Council to express it's formal, collective position on a ballot proposition as long as every Councilmember is afforded an equal opportunity to state his/her own viewpoint.</p> <p>King County Charter Amendment No. 5, "Making the King County Sheriff an Appointed Position", will be presented to the voters of King County at the November 3, 2020 general election as the following measure:</p> <p style="padding-left: 40px;">Shall the King County charter be amended to return the position of King County sheriff to an appointed position with a requirement for consideration of community stakeholder input during the selection process and to make the county executive responsible for bargaining working conditions with the department of public safety's represented employees? Yes <input type="checkbox"/> No <input type="checkbox"/></p>		
<p>RECOMMENDED ACTION: I move to express a position of [<i>Support for or Opposition to</i>] King County Charter Amendment No. 5, "Making the King County Sheriff an Appointed Position", that will be presented to the voters of King County at the November 3, 2020 general election, and urge voter [<i>Approval or Rejection</i>] of the same.</p>		
<p>LEGISLATIVE HISTORY:</p>		
ACTION TAKEN		
MOTION AS PROPOSED		
Motion made by:		
Second by:		
	YES Vote	NO Vote
Hawkins		
Ribail		
Harris		
Lisk		
Green		
Passed/Failed		
Ordinance/Resolution No.:		
MOTION AS AMENDED		
Motion made by:		
Second by:		
	YES Vote	NO Vote
Hawkins		
Ribail		
Harris		
Lisk		
Green		
Passed/Failed		
Ordinance/Resolution No.:		





CARNATION CITY COUNCIL AGENDA BILL

<p>TITLE: A Motion expressing a position of either support or opposition to proposed King County Charter Amendment No. 6, "Structure and Duties of the Department of Public Safety", that will be presented to the voters of King County at the November 3, 2020 general election, and urging either voter approval or rejection of the same.</p>	Agenda Bill No.:	AB20-37
	Type of Action:	MOTION
	Origin: <i>(Council/Manager)</i>	Mayor & Deputy Mayor
	Agenda Bill Author:	City Clerk
	EXHIBITS:	Date Submitted:
	For Agenda of:	09/15/2020
	Expenditure Required:	
	Amount Budgeted:	
	Appropriation Required:	
<p>SUMMARY STATEMENT AND DISCUSSION:</p> <p>As an alternative to holding a public hearing, RCW 42.17A.555 allows the Council to express it's formal, collective position on a ballot proposition as long as every Councilmember is afforded an equal opportunity to state his/her own viewpoint.</p> <p>King County Charter Amendment No. 6, "Structure and Duties of the Department of Public Safety", will be presented to the voters of King County at the November 3, 2020 general election as the following measure:</p> <p style="padding-left: 40px;">Shall the King County charter be amended so that the duties of the county sheriff and the structure and duties of the department of public safety are established by county ordinance and the county executive is responsible for bargaining working conditions with the department of public safety's represented employees? Yes <input type="checkbox"/> No <input type="checkbox"/></p>		
<p>RECOMMENDED ACTION: I move to express a position of [<i>Support for or Opposition to</i>] King County Charter Amendment No. 6, "Structure and Duties of the Department of Public Safety", that will be presented to the voters of King County at the November 3, 2020 general election, and urge voter [<i>Approval or Rejection</i>] of the same.</p>		
<p>LEGISLATIVE HISTORY:</p>		
ACTION TAKEN		
MOTION AS PROPOSED		MOTION AS AMENDED
Motion made by:		Motion made by:
Second by:		Second by:
	YES Vote	NO Vote
Hawkins		
Ribail		
Harris		
Lisk		
Green		
Passed/Failed		Passed/Failed
Ordinance/Resolution No.:		Ordinance/Resolution No.:





CARNATION CITY COUNCIL AGENDA BILL

TITLE: A Motion authorizing the City Manager to negotiate and execute a consultant agreement for Construction Management Services for the Tolt Avenue CBD Improvements Project.	Agenda Bill No.:	AB20-38
	Type of Action:	MOTION
EXHIBITS:	Origin: <i>(Council/Manager)</i>	City Manager
	Agenda Bill Author:	City Clerk
	Date Submitted:	09/10/2020
	For Agenda of:	09/15/2020
	Expenditure Required:	\$850,000 (project total)
	Amount Budgeted:	\$857,000 (project budget)
	Appropriation Required:	

SUMMARY STATEMENT AND DISCUSSION:

The City is nearing the construction phase of the Tolt Ave CBD Improvements Project and issued a request for qualifications for construction management services on July 21st. A tremendous response was received with nine excellent firms submitting their statements of qualifications. Three of the firms were interviewed by the City Manager and City Clerk on August 27th. Primary on-site team members include a Resident Engineer, Document Control, and Inspector.

The project budget includes 15% of the total estimated construction cost to the contractor for construction management services. Due to funding requirements the City anticipates a requirement to use prescribed WSDOT forms and gain county and state approvals on the agreement. Staff is seeking Council direction to select one firm for the work and authorize the City Manager to negotiate and execute a consultant agreement.

RECOMMENDED ACTION: I move to authorize the City Manager to negotiate and execute a consultant agreement in an amount not to exceed \$850,000 with _____ for Construction Management Services for the Tolt Avenue CBD Improvements Project.

LEGISLATIVE HISTORY:

ACTION TAKEN

MOTION AS PROPOSED			MOTION AS AMENDED		
Motion made by:			Motion made by:		
Second by:			Second by:		
	YES Vote	NO Vote		YES Vote	NO Vote
Hawkins			Hawkins		
Ribail			Ribail		
Harris			Harris		
Lisk			Lisk		
Green			Green		
Passed/Failed			Passed/Failed		
Ordinance/Resolution No.:			Ordinance/Resolution No.:		





CARNATION CITY COUNCIL AGENDA BILL

TITLE: A Resolution approving the Final Plat for the subdivision known as Tolt Meadows 2 (No. LP18-00010).	Agenda Bill No.:	AB20-39
	Type of Action:	MOTION
	Origin: <i>(Council/Manager)</i>	City Manager
	Agenda Bill Author:	City Clerk
EXHIBITS: <ul style="list-style-type: none"> • Proposed Resolution <ul style="list-style-type: none"> ○ Hearing Examiner Decisions • Final Plat (Map) 	Date Submitted:	09/10/2020
	For Agenda of:	09/15/2020
	Expenditure Required:	
	Amount Budgeted:	
	Appropriation Required:	
	SUMMARY STATEMENT AND DISCUSSION: <p>The Tolt Meadows 2 preliminary plat received approval from the Hearing Examiner on January 31, 2019, subject to 51 conditions. There were no appeals of the Hearing Examiner’s decision. The applicant, John Day Homes, subsequently requested an interpretation of the preliminary plat decision with respect to the requirement for plat and home construction access. Following a public hearing on July 29, 2020 regarding the interpretation request the Hearing Examiner issued a decision on August 13, 2020 affirming the City’s position that all plat and home construction vehicles and equipment must access from NE 45th Street and not through the Tolt Meadows I neighborhood, with the exception of the final lot.</p> <p>The applicant has completed all conditions and improvements and is now requesting final plat approval. If approved, a fifteen-lot subdivision will be established. A maintenance security in the amount of \$55,077.57 will be retained by the City to insure all constructed improvements for two years. Having reviewed the final plat and determining that the conditions of approval have been met, City staff recommends approval of the final plat for Tolt Meadows 2.</p>	
RECOMMENDED ACTION: I move to adopt a resolution approving the Final Plat for the subdivision known as Tolt Meadows 2 (No. LP18-00010).		
LEGISLATIVE HISTORY:		
ACTION TAKEN		
MOTION AS PROPOSED		
MOTION AS AMENDED		
Motion made by:		
Motion made by:		
Second by:		
Second by:		
	YES Vote	NO Vote
Hawkins		
Ribail		
Harris		
Lisk		
Green		
Passed/Failed		
Ordinance/Resolution No.:		
Ordinance/Resolution No.:		



ATS
08/20/20
JZL
09/09/20
mlm
09/10/20

RESOLUTION NO. ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARNATION, WASHINGTON, APPROVING THE FINAL PLAT FOR THE SUBDIVISION KNOWN AS TOLT MEADOWS 2 (NO. LP18-00010; ENTERING SUPPORTIVE FINDINGS; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, preliminary approval of the plat of Tolt Meadows 2, processed under City of Carnation File No. LP 18-0001, was granted by the City's Hearing Examiner on January 31, 2019, subject to various conditions (Exhibit A), and was not timely appealed; and

WHEREAS, the applicant for the preliminary plat requested an interpretation of the preliminary plat with respect to the requirement for plat and home construction access; and

WHEREAS, the Hearing Examiner held an open record public hearing to hear testimony regarding the applicant's request for interpretation on July 29, 2020; and

WHEREAS, the Hearing Examiner issued a decision on August 13, 2020 (Exhibit B) affirming the City's position that all plat and home construction vehicles and equipment must access from NE 45th Street and not through the Tolt Meadows 1 neighborhood, with the exception of the final lot; and

WHEREAS, the owner of the preliminary plat has applied for final plat approval; and

WHEREAS, City staff has determined that all conditions of the preliminary plat have been satisfied or will be satisfied, as applicable, and staff has accordingly recommended that final plat approval be granted; and

WHEREAS, the Carnation City Council has considered the final plat application and concurs with the recommendation of staff; NOW, THEREFORE

IT IS HEREBY RESOLVED BY THE CITY COUNCIL OF THE CITY OF CARNATION AS FOLLOWS:

Section 1. Findings. The Carnation City Council hereby adopts and incorporates by reference the above recitals as findings in support of this resolution. The City Council further enters the following additional findings with respect to the Final Plat for the subdivision commonly known as “Tolt Meadows 2” (File No. LP18-0001):

- A. The Final Plat conforms to all terms and conditions of the preliminary plat approval granted by the City of Carnation Hearing Examiner on January 31, 2019.
- B. The Final Plat meets the requirements of all applicable state laws and Carnation Municipal Code requirements for final plat approval set forth in Title 15 CMC and Chapter 58.17 RCW, including without limitation all local subdivision ordinances which were in effect at the time of preliminary plat approval.
- C. All required improvements for the Final Plat have either been constructed or have been financially secured in amounts specified by the City Engineer.
- D. The Final Plat has been processed and reviewed in material compliance with all applicable state and local procedural requirements.
- E. The Final Plat is in conformity with all applicable zoning and other land use controls.
- F. The Final Plat is supported by all applicable owner, staff and agency approvals, attestations, certifications and/or recommendations as required by state and local regulations.

Section 2. Conditions of Approval. The City Council hereby acknowledges, reaffirms and requires that development of and within the Tolt Meadows 2 subdivision is subject to, and shall comply fully with, all applicable conditions imposed by the Hearing Examiner’s preliminary plat decision dated January 31, 2019, as further clarified by the Hearing Examiner’s decision on the applicant’s interpretation request, dated August 13, 2020, as well as all conditions and requirements set forth on the Final Plat. Without limitation

of the foregoing, the NE 45th Street driveway shall be utilized as the exclusive vehicular access for all plat and home construction within the Tolt Meadows II subdivision, with the exception of Lot 8.

Section 3. Approval of Final Plat: Signatory Authority. The Final Plat for the subdivision known as “Tolt Meadows 2” is hereby approved, and the Mayor is authorized to inscribe and execute the City Council’s approval on the face of said Final Plat.

Section 4. Effective Date. This resolution shall be effective immediately upon passage.

ADOPTED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE _____
DAY OF _____ 20____.

CITY OF CARNATION

MAYOR, KIMBERLY LISK

ATTEST/AUTHENTICATED:

CITY CLERK, MARY MADOLE

RESOLUTION NO:....._____

OFFICE OF THE HEARING EXAMINER

CITY OF CARNATION

REPORT AND DECISION

CASE NO.: PRELIMINARY SUBDIVISION APPLICATION-LP 18-0001

APPLICANT: John Day Homes, Inc.
Attn: Rob McFarland
P.O. Box 2930
North Bend, WA 98045

PLANNER: Tim Woolett, City Planner

SUMMARY OF REQUEST:

Preliminary plat approval to allow subdivision of approximately 3.7 acres into fifteen lots. The parcel is located at 33323 N.E. 45th Street, situated adjacent to the south side of N.E. 45th Street and the west side of 334th Avenue N.E., and identified as Assessor's Parcel No. 152507-9041.

SUMMARY OF DECISION: Request granted, subject to conditions.

DATE OF DECISION: January 31, 2019

PUBLIC HEARING:

After reviewing the Staff Report and examining available information on file with the application, the Examiner conducted a public hearing on the request as follows:

The hearing convened on January 16, 2019, at 6:00 p.m.

Parties wishing to testify were sworn in by the Examiner.

The following exhibits were submitted and made a part of the record as follows:

- EXHIBIT "1" - Staff Report
- EXHIBIT "2" - Application
- EXHIBIT "3" - Plan Set
- EXHIBIT "4" - Plat Name Reservation Certificate
- EXHIBIT "5" - Vicinity Map with Property Owners within 100 Feet List

- EXHIBIT "6" - ALTA Loan Policy
- EXHIBIT "7" - Warranty Deed
- EXHIBIT "8" - Boundary Line Adjustment
- EXHIBIT "9" - Assessor's Map
- EXHIBIT "10" - Vicinity Map
- EXHIBIT "11" - Aerial Photo with Parcel Overlay
- EXHIBIT "12" - Zoning Map
- EXHIBIT "13" - Critical Areas Map
- EXHIBIT "14" - Certificate of Sewer Availability
- EXHIBIT "15" - Certificate of Water Availability
- EXHIBIT "16" - Technical Information Report
- EXHIBIT "17" - Design Infiltration Rate
- EXHIBIT "18" - Subsurface Exploration, Geologic Hazards, Preliminary Design
- EXHIBIT "19" - Request for Agency Comment
- EXHIBIT "20" - Building Official Response
- EXHIBIT "21" - Public Works Response
- EXHIBIT "22" - Engineer Review Comments
- EXHIBIT "23" - Environmental Checklist, Review, SEPA MDNS
- EXHIBIT "24" - Department of Archaeology & Historic Preservation Comments
- EXHIBIT "25" - Traffic Impact Review by Transpogroup
- EXHIBIT "26" - Affidavit of Mailing Notice of Application
- EXHIBIT "27" - Affidavit of Publication for Notice of Application
- EXHIBIT "28" - Affidavit of Posting
- EXHIBIT "29" - Affidavit of Mailing 2nd Notice of Application
- EXHIBIT "30" - Affidavit of Publication 2nd Notice of Application
- EXHIBIT "31" - Affidavit of Mailing Notice of SEPA MDNS and Public Hearing
- EXHIBIT "32" - Affidavit of Posting SEPA MDNS and Public Hearing
- EXHIBIT "33" - Affidavit of Publication SEPA MDNS and Notice of Public Hearing
- EXHIBIT "34" - Affidavit of Publication SEPA MDNS and 2nd Notice of Public Hearing
- EXHIBIT "35" - Public Comments
- EXHIBIT "36" - Plat of Tolt Meadows
- EXHIBIT "37" - Email from Tolt Meadows dated January 9, 2019
- EXHIBIT "38" - Letter from Dana McCabe dated January 15, 2019
- EXHIBIT "39" - Letter from Connor McCabe dated January 15, 2019
- EXHIBIT "40" - Letter from Brad McCabe dated January 15, 2019
- EXHIBIT "41" - Purchase and Sales Agreement Addendum 1C for Tolt Meadows
- EXHIBIT "42" - Response to Final Plat Approval Conditions
- EXHIBIT "43" - Note from Nana Sundquist Received January 16, 2019
- EXHIBIT "44" - Jim Ribail Comments and Photographs

The Minutes of the Public Hearing set forth below are not the official record and are provided for the convenience of the parties. The official record is the recording of the hearing that can be transcribed for purposes of appeal.

TIM WOOLETT appeared, presented the City Staff Report, and introduced comments received between the time of preparation of the Staff Report and the hearing date. He testified that access to the site is provided via 333rd to 42nd to the site. The parcel is located in the R4 zone classification, has flat topography, and drains well. No critical areas are present and all improvements will be removed. The Comprehensive Plan designates the site and area as Medium Intensity Residential. The City provided proper notice, and in fact provided additional notice when the applicant did not timely post the parcel. The City responsible official issued a MDNS following SEPA review. Staff evaluated the application in accordance with the Comprehensive Plan, development regulations, the availability of utilities, stormwater requirements, and other ordinances. None of the parcel is within the jurisdiction of the Shoreline Management Act. No development will occur on the site until preliminary plat approval is granted. The Traffic Impact Analysis showed no issues with intersections or with the proposed access. However, if a separate access for the subdivision is provided onto 45th, such will create four intersections within 700 linear feet. Furthermore, the applicant proposes an addition to an existing subdivision and will construct a sidewalk to 45th. Curb, gutter, and sidewalks will be installed across the plat frontage on 45th and to 333rd Avenue N.E. Such will connect a gap in the sidewalks on 45th. All intersections in the area operate at Level of Service A. The municipal code does not require parks for this size of subdivision, but does require the payment of park impact fees. Staff recommends approval subject to compliance with 50 conditions.

ROB McFARLAND appeared and introduced the case.

DUANA KOLOUSKOVA, attorney at law, appeared on behalf of the request and introduced Exhibit 41, a purchase and sale agreement for Tolt Meadows, and Exhibit 42, proposed changes to conditions of approval. The applicant supports the Staff Report. The applicant will need to have further communication with the City regarding several issues to include a definition of the sidewalk connection to 45th and the fact that a bus stop is not required by code. She also described changes to Conditions 12 and 16 regarding the utilities crossing, the location of utilities easements, and compliance with the King County Stormwater Manual Standards. She also addressed Condition 50.

NANA SUNDQUIST appeared and testified that the project needs an additional exit. Forty children live in Tolt Meadows and additional traffic will include delivery trucks, garbage trucks, and other non-residential vehicles. The bus stops at the end of 333rd and children must walk on 333rd to and from the bus. We need to keep them safe. Parents also drop-off and pick-up children at the bus stop that creates additional cars. Emergency vehicle access is a problem. They would like to have a common area for children as they now play in the round-about. She introduced Exhibit 43, her comments.

JIN WEI appeared and testified that 45th is an evacuation route for emergencies. We need additional access for the new subdivision.

JAMES APPLGATE appeared and testified that construction vehicles will use 333rd in addition to the cars.

MARY EHRLICH appeared and testified that she welcomes the development, but there are also 60 adults in addition to the 40 children residing in the subdivision. They have no sidewalks and no common areas. The children must cross the street to the sidewalk and bus stop. Other subdivisions have common play areas. Many children from homes to the west come over to play in their area. Trucks also enter their area and make daily deliveries. The project should provide its own access and not access through their area.

DANA McCABE appeared and testified that her water pressure has decreased and she lives to the south. A lot of development has occurred to the north and has impacted their pressure over the past three years. This subdivision will decrease it even more. She is unsure about the fire hydrant and whether it has sufficient pressure. The City needs to assure proper connection. Riverside Park is a grass lot and has only a barbeque pit. The City needs to improve it.

CHRISTINE JENSON appeared and testified that she is the first homeowner in Division 1. A lot of congestion occurs in the area with the Holmquist Division behind. Sidewalks are on one side of the street. None exist behind the subdivision. Parking can occur on only one side of their road because of its narrowness. She is concerned with only one route out of the area.

MIKE FLOWERS appeared and testified that the City exhibits a lack of long term planning and is sacrificing safety for money. The applicant could provide a separate access, but would lose a lot. He served on the City Council for eight years. The sidewalk requirements need to be enforced. Fencing should also be required. The water issue has been ongoing for many years and needs to be mitigated. The City has failed to enforce the rules regarding tree removal. The condition needs to be clear as to which trees are to be retained.

JESSICA MERIZAN appeared and testified that her house is the second one in and that she purchased it last March. She agrees with her neighbors. She has no children, but has a four bedroom home that they hope to fill. Senior citizens also reside in the neighborhood and it is not safe for them to walk to their mailbox as there are no sidewalks. She has seen children playing in the dirt and they need to have a safe place. Their area is dark. She saw someone almost run over two dogs. They need additional lighting.

MARTY ADLER appeared and testified that he is a two month resident on 42nd. He has concerns regarding the safety of his three grandchildren. One street is insufficient to provide entrance and exit to the area. His grandchildren like to play ball in the front yard. He would like to see another outlet to accommodate the additional traffic.

ANGELA MUMFORD testified that she lives in one of four homes on 42nd. If she backs from her driveway the road is not wide enough. She has to turn at an acute angle, and now the subdivision traffic will go by her home. Emergency vehicles have a tight round-about and must slow down to access the area. She believes this is a serious issue as it creates life safety risks. Vehicles can't get to the new homes rapidly. She welcomes new homes into the area, but the roads are narrow and people park on the street.

BRADLEY McCABE appeared and testified that John Day is developing the new subdivision. The solution would be to extend the new, plat street straight out to 45th, but there are too many existing exits. A good sight line does not exist at 334th, and it is better for new residents to go straight out on a new road.

TIFFANY WELTON appeared and testified that she agrees with previous comments. Only one person has mentioned the possibility of fire. Adding these new homes without a new access will make it more difficult to evacuate the area should wildfires occur.

DAVID KANE appeared and testified that he is president of the homeowners association and is glad that John Day will develop the new area. He would like to see the covenants of the new subdivision's homeowners association consistent with theirs. He is concerned with speed enforcement on 45th, as it has no curb and cars have gone off the road and damaged the landscaping. People have slowed down, but we must look at some sort of speed controls. Upon development we will have additional homes and children. Sidewalks on 45th are a great start. The closest developed park is to the west, but the shoulder of the road consists of a ditch and no one can walk there. They need an improved park in the area. There is a bus stop on 334th. They could use a new, plat access road to get to the river.

DAVID WEST appeared and testified that he is a board member on the Tolt Meadows HOA and that they want common areas designed for families to enjoy. He is unsure why such a requirement was left out of their subdivision. The applicant should provide such an area for both subdivisions. The City could help protect children in the area by installing signs to slow traffic. The City could also provide speed limits or children at play signs.

ALEXANDER BATISCHEV appeared and testified that he agrees with the testimony of his neighbors. His house is closer to the development, and the new project will create safety concerns for him. So many cars are on the street at present. The population has doubled in the area. If we do not have a new street, all of the new traffic will pass by his home. We must plan now because in ten years it is too late. Planning must occur today.

JIM RIBAIL appeared and read his statement into the record (Exhibit 44).

JOHN HUFFMAN appeared and testified that he has safety concerns for his three daughters. Because there are no sidewalks there is no walking access out of the area. He also has concerns regarding deforestation. Many trees grow in the area. He does not

want to have trees changed to a sea of houses. Trees were lost in the previous development, only planting needs to occur. The landscaping is disappointing. He hopes to keep the trees. The round-about is not good. If there is no new street, then the applicant should fix the existing round-about. He is unsure how they will get construction trucks into and out of the area. Perhaps they could have a temporary construction access.

ROB McFARLAND reappeared and testified on behalf of the applicant. Concerning construction traffic, they have already thought about that and intend to use the existing driveway as a construction access. Concerning water pressure, they will install a new booster pump station that will contribute 60,000 gallon, which will assure adequate fire flow. The building permit process will require them to establish proper pressure exists for both domestic water and fire flow. They have agreed to make improvements on their side of the property to the same standards to include curbs, gutters, and sidewalks. They will also build a fence at the ten foot setback line and provide buffer landscaping. They will provide sidewalks on 45th to the Tolt Meadows community sidewalks. They will also add a walking path from the cul-de-sac to 45th, probably between Lots 6 and 7. Residents have two accesses already, and they will pay \$60,000 in traffic impact fees to the City. The City will determine how to spend that money. His traffic consultant is here to answer questions. The new homeowners association cannot join with the present association. If they create a new homeowners association, they will use a photocopy of the covenants for the existing subdivision so both subdivisions will have the same covenants. They will also pay park impact fees in the amount of about \$60,000 and the City will determine how to spend the money. The subdivision will comply with all City codes.

JOHN DAY appeared and testified that in developing his plat he made a decision about what would better serve his customers. He therefore chose to build homes on larger lots. The existing subdivision has the largest lots that he could build on, and that is the reason the subdivision has no community open space. This subdivision will have the same thing, i.e., larger lots and no open space. The layout is quite safe and reasonable. The round-about referred to in the testimony is really a traffic circle. They will provide wider streets. The fire department reviews all of the plans and will drive its trucks around the area before approving the streets. They will use the same standards for the present subdivision.

MR. WOOLETT reappeared and testified that the applicant will construct the streets to local access standards, which is consistent with plat requirements. Safety is always a concern.

AMY ARRINGTON, City manager, appeared and testified that stormwater management and sidewalks are important. The City has a Transportation Improvement Plan that includes funding to close gaps in sidewalks. The City will evaluate sidewalks to the west on 45th.

MARY MADOLE, City clerk, appeared and testified that improvements are prioritized with a six year horizon. The City will apply for grants to complete planned improvements.

MR. WOOLETT reappeared and testified that Exhibit 10 is a Certificate of Water Availability showing that adequate fire flow exists in the area. He recommended a condition regarding consultation with public works for either traffic calming devices or speed limit signs. The traffic circle is meant to be a calming device. He has no objection to the changes to conditions proposed by the applicant.

No one spoke further in this matter and the Hearing Examiner took the matter under advisement. The hearing was concluded at 8:30 p.m.

NOTE: A complete record of this hearing is available in the office of the City of Carnation.

FINDINGS, CONCLUSIONS, AND DECISION:

FINDINGS:

1. The Hearing Examiner has admitted documentary evidence into the record, heard testimony, and taken this matter under advisement.
2. The City responsible official issued a threshold Mitigated Determination of Nonsignificance (MDNS) following review of the project pursuant to the State Environmental Policy Act (SEPA) on December 7, 2018, and imposed with four mitigation measures. No appeals were filed.
3. A Notice of Public Hearing and SEPA MDNS in accordance with Chapter 15.09 CMC was mailed to adjacent property owners December 6, 2018, posted on the site and published in the Snoqualmie Valley Record on December 7, 2018. A second notice of Public Hearing and SEPA MDNS was published on December 14, 2018.
4. This application for preliminary subdivision approval was submitted on September 25, 2018 and deemed complete on October 4, 2018. Notice of application in accordance with Chapter 15.09 of the Carnation Municipal Code (CMC) was mailed to adjacent property owners on October 10, 2018, and published in the Snoqualmie Valley Record on October 12, 2018. Notice of application was posted on the site October 15, 2018, which was after the publication date and necessitated a second notice. A second notice of application was mailed to adjacent property owners on October 17, 2018, and published in the Snoqualmie Valley Record on October 19, 2018. Proper notice was provided.
5. The applicant, John Day Homes, Inc., has a possessory ownership interest in a generally rectangular, 3.7 acre parcel of property located at the southwest quadrant of the intersection of N.E. 45th Street and 334th Avenue N.E. within the City of Carnation. The applicant requests preliminary plat approval to allow subdivision of the parcel into 15, single-family residential lots with lot sizes varying from a

minimum of 7,572 square feet to a maximum of 14,816 square feet.

6. Present improvements on the site include a single-family residential dwelling and a number of accessory structures. Development of the plat will require removal/demolition of all structures. However, the applicant will use the residential driveway for construction access to the site.
7. The preliminary plat map shows access provided to all lots via an extension of 42nd Street that currently terminates at the east boundary of the Tolt Meadows subdivision. The applicant proposes to extend said street eastward to the center of the plat parcel and then north to a cul-de-sac in the northern portion of the parcel. All lots will access onto the internal plat road and no road connection is shown to the north to N.E. 45th Street or to the east to 334th Avenue N.E. Therefore, all traffic from the subdivision will access N.E. 45th via 333rd Avenue through the Tolt Meadows subdivision or via 332nd Avenue that extends between the Brook Tree Estates and Tolt Meadows subdivisions.
8. Abutting uses include 334th Avenue to the east and single-family homes within the Rivers Edge, Division 1 subdivision to the east thereof. N.E. 45th Street abuts the north property line and single-family homes on large parcels are to the north thereof. Lot 27 of Tolt Meadows and a 1.42 acre parcel improved with a single-family residential home abut the west property line of the plat parcel.
9. The parcel is located within the "Medium Intensity Residential" land use designation of the City of Carnation Comprehensive Plan. Said designation contemplates medium to low density residential development. The Carnation City Council adopted the Residential 4 (R4) zone classification to implement the Medium Intensity Residential designation of the Comprehensive Plan. Section 15.36.010 CMC provides that the R2.5, R3, R4, and R6 zones are designed primarily to accommodate single-family, detached, residential uses at varying densities. For the R4 zone Table 1 set forth in CMC 15.48.070 requires a minimum lot size of 7,500 square feet for lots within a standard subdivision. Said Table authorizes a maximum residential density of six dwelling units per net acre. Maximum building height is limited to 25 feet. All of the proposed plat lots exceed the minimum lot size (some significantly). Furthermore, the maximum density of the R4 classification authorizes 22 lots on the subdivision parcel. Thus, the applicant proposes a subdivision of approximately two-thirds of the allowed density.
10. The rectangular configuration of the lots will provide appropriate building envelopes for reasonably sized, single-family homes. All structures can meet the required, minimum setback widths from the street or front yard of 15 feet for the house and 20 feet for the garage; side yard width of five feet with a minimum average of 7.5 feet (total of 15 feet for the two, side yard setbacks); and rear yard setback width of 25 feet. The proposed preliminary plat is consistent with the Comprehensive Plan and meets all bulk regulations of the R4 zone classification.

11. The applicant submitted an application for preliminary subdivision approval on September 25, 2018, that the City deemed complete on October 4, 2018. In accordance with RCW 58.17.033, a portion of the State Subdivision Act, the subdivision application is vested for consideration under the Comprehensive Plan, zoning regulations, and other land use regulations in effect on October 4, 2018.
12. Section 15.16.190 CMC sets forth the purpose of the formal subdivision process, which is primarily to protect the public health, safety, and welfare. Said section also provides that to the extent possible, each subdivision design should reduce the visual dominance of the automobile, promote pedestrian activity, create a variety of interests in the appearance of residential streets, provide community open space, protect significant features of the natural environment, protect water quality, and control impacts from surface water. Section 15.16.220 CMC sets forth subdivision design criteria that applicants are encouraged to incorporate. Said criteria promote livable neighborhoods that are integrated into existing development. Findings on applicable subdivision design criteria for the proposed Tolt Meadows Division 2 subdivision are made as follows:
 - A. Criterion A encourages the subdivision design to integrate with the surrounding neighborhood so that separately designed projects work together to create distinct neighborhoods rather than create disjointed or isolated enclaves. In the present case the present applicant developed the Tolt Meadows subdivision located on an adjacent parcel to the west. The proposed plat will connect with Tolt Meadows and in essence become an extension of said subdivision. As shown on the Tolt Meadows subdivision final plat map (Exhibit 36), the full width of 42nd Street abuts the present subdivision parcel, and does not terminate in a cul-de-sac. Such clearly shows that said street will be extended in the future. Furthermore, in Addendum 1C that was part of all purchase and sale agreements for homes in the Tolt Meadows subdivision and signed by all purchasers, the following language appears:

You will see a “future road connection” sign on both the east and west ends of N.E. 42nd Street in Tolt Meadows indicating potential future connections to these neighborhoods.

Thus, 42nd Street was always planned for extension. Furthermore, the applicant testified that the present subdivision would have lot sizes equivalent to those in Tolt Meadows, and that if a homeowners association is established, it would use the same covenants as those effective in Tolt Meadows. Thus, the new subdivision will work together with Tolt Meadows to create a distinct neighborhood. In addition, the applicant will construct sidewalks along the south side of N.E. 45th Street across the plat parcel, and

in addition will extend said sidewalks to the northwest to 333rd Avenue N.E. and the Tolt Meadows' sidewalks. The applicant will also install sidewalks to connect with those presently on 42nd Street and will also provide a sidewalk connection from the new subdivision cul-de-sac to the sidewalk on N.E. 45th Street. The applicant has shown that this subdivision will integrate with the surrounding neighborhood.

- B. Criterion B requires new subdivisions adjacent to planned or existing parks to maximize visibility and pedestrian access to said areas. In the present case the applicant proposes to extend a sidewalk from the subdivision cul-de-sac north to S.E. 45th Street. Upon future sidewalk construction, residents will have pedestrian access to City parks. The subdivision is not adjacent to an existing park or public open space.
- C. Criterion C requires that new public streets and sidewalks be aligned with those in adjacent developments wherever feasible. As previously found the applicant will connect to sidewalks in N.E. 42nd Street and N.E. 45th Street and will install ADA compliant curb ramps at the N.E. 45th/333rd Avenue N.E. intersection.
- D. Criterion D encourages the provision of pedestrian connectivity from each project to adjacent neighborhoods, and the proposed subdivision does so as found above.
- E. Criterion E is not applicable as this subdivision has no intersecting streets.
- F. Criterion F encourages subdivision lots to face streets as opposed to backing up to them. However, when such is not possible and when a rear yard fence is provided, plat lots must provide a minimum, ten foot wide, landscape buffer on the outside of said fence. In the present case the rear property lines of Lots 9-15 will abut 334th Avenue N.E., and the applicant has expressed an intent to provide fencing and the ten foot wide, landscape buffer. Staff has also recommended and the applicant has not objected to a condition requiring such ten foot wide setback if fences are erected adjacent to the N.E. 45th Street right-of-way on Lots 7, 8, and 9.
- G. Criterion G is not applicable as the subdivision proposes no single loaded streets (those with homes on one side and open space on the other).
- H. Criterion H encourages the avoidance of cul-de-sacs wherever possible. However, where cul-de-sacs are necessary said criterion encourages the provision of pedestrian/bicycle access from the cul-de-sac to a street, park, or open space. As previously found the applicant will provide a bike/pedestrian pathway from the subdivision cul-de-sac to N.E. 45th Street. Furthermore, as found hereinafter, the City and the applicant have sound

reasons for a cul-de-sac in the present plat.

- I. Criterion I is not applicable since the applicant proposes no alley access for garages.
 - J. Criterion J encourages perimeter buffers, fences, and landscaping where a new subdivision adjoins an existing subdivision to mitigate adverse impacts. In the present case the applicant proposes a residential subdivision in a residential neighborhood. Furthermore, the plat's north and east property lines are abutted by streets. One plat lot (Lot 15) will extend across the entire south property line of the plat parcel and will not create density issues. The property owner of the 1.24 acre parcel that will abut five plat lots did not oppose the plat and made no request for a fence or landscape buffer.
- 13. Conditions of approval assure conformance with the requirements for streets and sidewalks as set forth in Chapter 15.56 CMC. In addition to previous findings setting forth required improvements, the applicant will also construct half street improvements along both N.E. 45th Street and 334th Avenue N.E. across the plat frontage. Improvements include curb, gutter, stormwater facilities, and sidewalks. The applicant will construct the internal plat road to City standards and illuminate said street with LED lights. The internal street will have a minimum right-of-way width of 48 feet, and utility easements on both sides will provide an overall width of 60 feet. The pavement width will measure 29 feet. The fire department and City staff will assure that the paved cul-de-sac radius is a minimum of 45 feet and will accommodate a fire truck.
 - 14. The City has submitted certificates of water availability and sewer availability confirming that adequate capacity exists to serve the proposed plat. Residents to the south of 42nd Street N.E. expressed concerns regarding the lack of water pressure following approval of new developments to the north. In the present case, a condition of approval requires the looping of a water main to an existing eight inch main on 334th Avenue N.E. between Lots 14 and 15. Such should improve water pressure in the area. Furthermore, prior to obtaining final plat approval the applicant must show that adequate water pressure exists for both domestic water and fire flow.
 - 15. The applicant must comply with CMC 15.60.300(A) that sets forth lighting requirements for streets, sidewalks, and common areas in subdivisions. Such will require a street light at the entry to the subdivision and possibly at the cul-de-sac.
 - 16. The parcel is not located within a mapped, 100 year flood plain, and no critical areas exist on the site. The Tolt River is located approximately 700 feet south of the plat parcel and thus outside the jurisdiction of the City Shoreline Master Program. The proposed lots have sufficient area to provide two, onsite, parking spaces. No sight distance issues exist at any intersection impacted by plat traffic.

17. The primary concern raised by residents in Tolt Meadows relates to the safety of the 62 adults and 40 children living therein. Residents express concerns that the additional traffic on 333rd Avenue N.E. created by the new subdivision will put residents (especially children) at risk. Such is especially true since children do not have a common area or park for play, and generally play in the street in the area of the round-about. Concerns include not only additional plat traffic, but also commercial delivery trucks and construction vehicles. Concerns also include the lack of egress should a natural disaster occur, and restricted emergency services due to a round-about inadequate to accommodate fire vehicles. Residents request that the subdivision have its own access onto N.E. 45th Street through Lot 8. Residents also express concern regarding the school bus stop at the intersection of N.E. 45th/N.E. 333rd. However, residents complimented the applicant on the quality of homes within Tolt Meadows and welcomed the new subdivision subject to its addressing their concerns.
18. The Examiner has carefully considered concerns raised by residents, but must agree with the proposed road configuration that does not include a new access onto N.E. 45th Street for the following reasons:
 - A. The applicant submitted a Traffic Impact Analysis (TIA) prepared by Transpogroup, a well-qualified traffic engineering firm (Exhibit 25). The TIA estimates that the project will generate approximately 15 vehicle trips during the weekday p.m. peak period. Such calculates to one, additional, vehicle trip every four to five minutes during that peak period and less trips during non-peak times. The traffic engineer also assessed the operations of the 333rd Avenue N.E./N.E. 45th Street intersection considering the new subdivision traffic. The engineer determined that no change in the overall Level of Service (LOS) would occur, and that the northbound approach at the intersection would continue to operate at LOS A during the weekday p.m. peak period. The engineer also determined that the neighborhood traffic circle (round-about) will adequately control traffic from the four legs of the intersection considering the increase in traffic from the subdivision. The City accepted the TIA and no expert testimony or reports contradict Transpogroup's analysis.
 - B. In a space of approximately 725 linear feet, three roads currently intersect with N.E. 45th Street. Allowing another access would create a fourth intersection within said distance, which could create a safety issue.
 - C. Construction vehicles will utilize the existing, residential driveway during development of the plat and construction of the homes. Thus, construction vehicles will not impact residents of Tolt Meadows.

- D. While the proposed plat will not include open spaces or community parks, the plat proposes larger lots than required by the code and one-third less density than authorized by the R4 zone. As a result future homeowners will have more yard areas in which to engage in outdoor recreation. In addition, the applicant will pay almost \$60,000 in park impact fees to the City for use in its park improvement program.
 - E. The applicant will also pay approximately \$60,000 in traffic impact fees to the City that the City will use for traffic improvements that could include extension of sidewalks to public parks to the west.
 - F. Residents may request the City Public Works Department to install either traffic calming devices or signs advising drivers of children playing and/or reduced speed limits.
19. The City proposes a condition requiring the applicant to consult with the school district regarding a possible school bus waiting area in the vicinity of 333rd Avenue N.E. However, the school district did not request a school bus waiting area and the CMC does not require the provision of such. Furthermore, the applicant will construct a sidewalk along 45th Street N.E. and school children can use said sidewalk to wait for a school bus. Children may also use the sidewalk on 333rd Avenue N.E. for such purpose. Therefore, a condition does not require provision of a school bus waiting area.
20. The applicant's stormwater system must meet the requirements of the State of Washington Department of Ecology Stormwater Management Manual for Western Washington. In addition, City standards require that all development treat and/or infiltrate stormwater runoff onsite. In the present case stormwater runoff from the plat road will sheet flow to bioretention swales on the south and east sides of said road. Eighteen inches of bioretention soil mix will treat the runoff before the water infiltrates into the native subgrade. Runoff from driveways will also flow to the bioretention swales in the right-of-way. Stormwater from roofs and other nonpolluting, impervious surfaces will infiltrate on individual lots. The plat's stormwater system protects the public health and welfare.

CONCLUSIONS:

- 1. The Hearing Examiner has the jurisdiction to consider and decide the issues presented by this request.
- 2. The applicant has shown that the proposed preliminary plat is consistent with the policies of the City of Carnation Comprehensive Plan and satisfies all bulk regulations of the applicable R4 zone classification.

3. The applicant has shown that the request satisfies all criteria for subdivision development set forth in the CMC. Finally, the applicant has shown that the proposed preliminary plat makes appropriate provision for the public health, safety, and general welfare for open spaces, drainage ways, streets, roads, alleys, other public ways, potable water supplies, sanitary waste, parks and recreation, critical areas, fire protection, playgrounds, schools and school grounds, and safe walking conditions.
4. The proposed preliminary plat will serve the public use and interest by providing an appropriate and attractive location for a single-family residential subdivision consistent with existing uses in the area. Therefore, the proposed preliminary plat should be approved subject to the following conditions:
 1. The Final Plat shall be in substantial conformance with the submitted preliminary plat as modified through preliminary approval (*Exhibits 2 & 3*). The complete plat number and existing (parent) parcel numbers must appear at the top right corner of the final plat as follows:

FINAL PLAT NO. LP 18-0001
PARCEL NO. 152507-9041

2. Prior to any site disturbance or development activities, construction performance and maintenance guarantees shall be provided in accordance with CMC 15.16 and the City of Carnation Street and Storm Sewer System Standards.
3. Prior to final plat approval, construction performance and maintenance guarantees shall be provided in accordance with CMC 15.16.476 (Ord 610 adopted 2000) and the City of Carnation Street and Storm Sewer System Standards.
4. Prior to final plat approval, unless otherwise waived or modified, road improvements shall be completed as required by the City Engineer in their comments and conditions dated December 6, 2018 (*Exhibit 22*).
5. Prior to final plat, temporary street name signs and no parking signs (if required on final engineering plans) shall be addressed. Permanent street designation and traffic control signs, including poles and hardware, shall be installed as required by the City Engineer. These items shall be paid for by the Applicant but shall be designed, furnished, and installed by the City to establish uniformity unless otherwise indicated by the City. Additional signage not shown on final engineering plans may be required based on site conditions as determined by the City Public Works Department.

6. On street parking shall be limited to one side only, and the opposite sides of the street shall be appropriately marked with "no parking" signs as prescribed by the City Engineer in coordination with the Fire Marshal.
7. Street lights shall be provided as required by the City of Carnation Street and Storm Sewer System Standards. All new streetlight wiring, conduit and service connections shall be located underground. Street lighting fixtures shall meet standards to prevent light spill. Developer shall submit proposed street light locations and system design to the City for review and approval and shall install street lighting system prior to final plat. Maintenance and payment for illumination along all streets shall be the responsibility of the Homeowners Association or jointly shared by the owners of the development.
8. Any driveway for the proposed lots accessing any new or existing city streets shall require a driveway approach conforming to the City of Carnation Street and Storm Sewer Standards. The driveway approach shall be designed by a civil engineer and the design shall be approved by the City. No portion of the driveway shall be permitted closer than five (5) feet from an abutting property line.
9. As provided in CMC 15.16.220 H., ... *pedestrian access and/or bikeway should be provided between private parcels to connect with an adjacent cul-de-sac, street, park or open space, if applicable.* Because there are no proposed pedestrian access to the abutting streets, the final plat shall include a pedestrian access and/or bikeway from the cul-de-sac to NE 45th Street within the 15' utility easement and generally following the easterly property lines of Lots 6 and 7. The access shall be a 5' wide easement and be, at builder option, concrete or asphalt pavement. The access shall be improved and provided on the required as-builts prior to final plat approval.
10. Storm drainage for this subdivision shall be infiltrated on site, within the plat boundary. Any stormwater drainage system shall be designed by a civil engineer and the design shall be approved by the City following submittal of a Storm Drainage Review application with fees required by the fee resolution in effect at the time of application submittal.
11. No utilities shall cross over or through storm drainage infiltration facilities. Sleeved utilities may cross under storm drainage infiltration facilities.
12. It shall be noted on the face of the final plat: "All building downspouts and drains from all impervious surfaces such as patios and driveways shall be connected to an on-site stormwater infiltration drainage system". Any application for building permit shall comply with the requirements of the Department of Ecology Stormwater Management Manual for Western Washington, 2014. All connections of the drains shall be constructed and

approved prior to final building inspection and approval/occupancy.

13. Water system and water services shall be designed and constructed per the City of Carnation Combined Water and Sanitary Sewer Utility Technical Standards. Locations of services and meters shall be approved by the City Engineer. Note: A Public Utility Extension permit is required to construct.
14. To provide water services for the proposed lots, an eight-inch ductile iron line shall connect to the existing eight-inch tee at the intersection of NE 42nd Street and 333rd Ave NE with an eight-inch gate valve and extend to the end of the proposed cul-de-sac terminating with a fire hydrant. [CMC 15.60.200, 13.100]. To mitigate the longitudinal trench along the existing asphalt pavement that will be cut, a half street asphalt grind and overlay is required [Carnation Utility Standards].
15. The water main shall be looped to connect to the exiting eight-inch main on 334th Ave NE through Lots 14 and 15. A 15-ft wide utility easement is required with 10' of the easement on the north side of proposed Lot 15 to access the water main [Carnation Utility Standards].
16. New fire hydrants shall be fitted with a storz adapter [Carnation Utility Standards].
17. Prior to final plat approval, each new lot shall be connected to City of Carnation public water system. Water service shall be connected to the new water main and extended to the property, terminating with a meter set inside of a meter box as approved by the City Engineer. The approved connection shall be consistent with the City of Carnation Combined Water and Sanitary Sewer Utility Technical Standards as approved by the City Engineer. A General Facilities Charge (GFC) and meter fee shall be paid for each connection to the City water system.
18. Prior to final plat approval, each lot shall be connected to City of Carnation vacuum sewer system. Developer shall pay a City of Carnation General Facility Charge (GFC) and a side sewer permit fee for each lot connected to City sewer system. General facility charge shall be based on current fee schedule as of date of building permit issuance. Side sewer permit and inspection fees shall be based on the fee schedule in effect at the time of installation. At time of building permit issuance, applicant will fill out a Residential Sewer Use Certification for the King County Sewage Treatment capacity charge and will be responsible for this payment to King County.
19. Vacuum sewer system and side sewers shall be designed and constructed per the City of Carnation Combined Water and Sanitary Sewer Utility

Technical Standards prior to final plat approval. Locations of side sewers and valve pits shall be in accordance with the Certificate of Sewer Availability approved by the City engineering consultant (Lochner Engineering) dated August 21, 2018 (*ref. Exhibit 14*).

20. The sanitary sewer improvements shall be designed by the Developer per the City of Carnation's Combined Water and Sanitary Sewer Utility Technical Standards and AirVac's design manual.
21. A six-inch vacuum main extension from the exiting eight-inch vacuum main on NE 45th Street is required. The connection will require an isolation valve and gauge tap.
22. The sewer valve pit on 334th Ave NE that served the demolished house on the Tolt Meadows Div. 2 property may be used to serve a new home.
23. Prior to final plat approval all underground utility conduit (i.e., electric, phone, cable) will need to be extended to the property and terminating above ground with "sweeps" as directed by the appropriate utility entity.
24. Prior to final plat approval, any utility line installed within the city, or connection to existing facilities within the city, the developer shall, as soon as practicable after installation is complete, and before acceptance of any utility line, furnish the city with a printed and an AutoCAD computer disk (or other format acceptable to the city engineer) copy of a drawing that shows the exact location of such utility lines. Such drawings must be verified as accurate by the utility service provider.
25. Stormwater quality and flow-control best management practices are required for the proposed subdivision. A Technical Information Report is required and shall comply with the 2014 DOE Stormwater Manual for Western Washington. Infiltration stormwater facilities shall be provided to control runoff including roadways, sidewalks, rooftops, parking areas and driveways and include applicable correction factors for infiltration facilities as recommended in the DOE Manual. [CMC 15.64.190.C].
26. If bioretention swales are installed, utility lines shall not cross under or through the swales.
27. Individual lot infiltration systems shall be located a minimum of 10-feet from building foundations and property lines, these infiltration systems may be constructed concurrent with building construction. Infiltration systems must be designed in accordance with the DOE Manual.

28. Temporary Sediment and Erosion Control and grading plans are required, stormwater runoff from impervious surfaces shall not be directed towards City right-of-ways or adjacent properties.[CMC 15.64.220].
29. Dust generated during construction activities shall be controlled by wetting the dust sources in areas of exposed soils and washing truck wheels before trucks leave the site. Mud and dirt shall not be tracked onto public rights-of-way.
30. Construction activities shall not pose any erosion or sedimentation impacts to off-site properties.
31. Development of all lots within this subdivision shall be in accordance with all of the requirements of CMC 15.48, Density and Dimensions, including front, side and rear setbacks and limitations on building height and on impervious surface.
32. Any new lot lines shall not result in the creation of a non-conforming setback. In any case where any structure would encroach into the setback of a newly created lot line, said structure shall be demolished or modified such that all setback requirements have been satisfied prior to final plat approval.
33. A minimum of two (2) off-street parking spaces per residential lot shall be provided.
34. Lots with a rear yard property line adjacent to a public right-of-way that would have a rear yard fence will need to provide a ten (10) foot landscape buffer between the fence and right-of-way line. To avoid the possibility of staggered fence lines along adjacent rights-of-way, it shall be noted on the final plat that rear yard fences along NE 45th Street and 334th Avenue NE shall be set back ten (10) feet from the rear yard property line and a ten foot landscape buffer shall be provided between the fence and right-of-way. In no case shall any rear yard fence be constructed within ten (10) feet of NE 45th Street or 334th Avenue NE right-of-way.
35. A School Impact Fee as imposed by the Riverview School District for each individual lot shall be assessed at the time of building permit issuance and paid prior to final certificate of occupancy.
36. A Parks Impact Fee shall for each individual shall be assessed at the time of building permit issuance and paid prior to final certificate of occupancy.
37. A Transportation Impact Fee for each individual lot shall be assessed at the time of building permit issuance and paid prior to final certificate of

occupancy.

38. All permit requests will be reviewed for compliance with applicable codes, ordinances, laws, rules and regulations prior to issuance of approval.
39. Current City of Carnation standard plan general notes, roadway notes, drainage notes, and erosion and sediment control notes shall be shown on the engineering plans submitted for approval.
40. In accordance with RCW 58.17.280, the project proponent shall obtain from the City a specific address for the new lot (the existing home currently has an address) and place it on the final plat.
41. In the event that the US Postal Service will provide mail delivery to the proposed lots, a Neighborhood Delivery and Collection Box Unit (NDCBU) shall be provided with a mailbox for each new lot in accordance with City of Carnation Street and Storm Sewer Standards. Location shall be approved by US Postal Service and the City.
42. Utilities shall be provided to each lot in accordance with CMC Chapter 15.60. All new utility installations serving the proposed subdivision or along frontage shall be underground.
43. An easement shall be provided and graphically illustrated on the final plat for any utilities not within a public right-of-way and over property other than which the utility serves.
44. In addition to the conditions provided herein, all requirements set forth by the City Engineer (Lochner Engineering) in their comments dated December 6, 2018 (*Exhibit 22*), or as hereinafter amended shall be satisfied prior to final plat approval.
45. The responsibility for the maintenance and operation of any common facilities including, but not limited to roadside drainage facilities, shall be determined prior to final plat approval. Said facilities may be maintained and operated by the land divider, a lot owners' association, a public agency or a private agency consistent with applicable state requirements. Any maintenance obligations shall be noted on the final plat.
46. *If* said common facilities are to be owned and managed by a lot owners' association, said lot owner's association shall be established prior to final approval. The association is responsible for operating and maintaining all common facilities that have been dedicated or deeded to it by the land divider. The by-laws of the association shall authorize, at a minimum, the

following responsibilities and authorities:

- To enforce covenants and conditions required by Title 15 CMC, or in the lot owner's association.
 - To levy and collect assessments against all lots to adequately accomplish the association's responsibilities.
 - To collect money from unit owners to finance future improvements.
 - To collect delinquent assessments through the courts, including money to pay for the costs of court action.
 - To enter into contracts to build, maintain and manage common facilities required by Title 15 CMC.
 - To allow amendments to the by-laws for improvements required by Title 15 CMC which may or may not require a plat alteration to be submitted, approved and finalized in accordance with Title 15 CMC.
47. *If* a Home Owners Association is formed, the final plat shall include a statement which requires indefinite existence of the association and automatic membership in the association upon assumption of ownership of a lot within the plat. The Association by-laws shall be submitted and approved by the City Planner prior to final plat approval. The by-laws required for this section shall be separate from any by-laws or private covenants established by the subdivider. Any private covenants or restrictions proposed by the subdivider shall not be included with any required by-laws set forth by the Carnation Municipal Code.
48. The above requirements and/or decision are subject to change if proposed lot sizes or any other information provided by the applicant or their authorized representative proves inaccurate.
49. In accordance with RCW 58.17.140, a final plat that meets all the requirements of Sections 15.16.340 CMC and 15.16.350 CMC and of this decision shall be submitted to the City within 60 months of the date of this preliminary subdivision approval. The final plat may be presented to the City at any time during the period of preliminary approval.
50. The decision set forth herein is based upon representations made and exhibits, including plans and proposals submitted at the hearing conducted by the hearing examiner. Any substantial change(s) or deviation(s) in such plans, proposals, or conditions of approval imposed shall be subject to the approval of the hearing examiner and may require further and additional hearings.
51. The authorization granted herein is subject to all applicable federal, state, and local laws, regulations, and ordinances. Compliance with such laws,

regulations, and ordinances is a condition precedent to the approvals granted and is a continuing requirement of such approvals. By accepting this/these approvals, the applicant represents that the development and activities allowed will comply with such laws, regulations, and ordinances. If, during the term of the approval granted, the development and activities permitted do not comply with such laws, regulations, or ordinances, the applicant agrees to promptly bring such development or activities into compliance.

NOTE: In addition to the above listed conditions of preliminary subdivision approval, the applicant shall satisfy the conditions of the SEPA MDNS issued December 7, 2018.

DECISION:

The request for preliminary plat approval of Tolt Meadows Division 2 is hereby granted subject to the conditions contained in the conclusions above.

ORDERED this 31st day of January, 2019.



STEPHEN K. CAUSSEAU, JR.
Hearing Examiner

TRANSMITTED this day of , 2019, to the following:

APPLICANT: John Day Homes, Inc.
Attn: Rob McFarland
P.O. Box 2930
North Bend, WA 98045

OTHERS:

Tiffany Welton
33412 N.E. 42nd Street
Carnation, WA 98014

Jim Ribail
4207-334th Avenue N.E.
Carnation, WA 98014

Bradley, Connor and Dana McCabe
4213-334th Avenue N.E.
Carnation, WA 98014

Graham Nicastro and Jessica Merizan
4451-333rd Avenue N.E.
Carnation, WA 98014

David West
4253-333rd Avenue N.E.
Carnation, WA 98014

James and Susan Applegate
4122-333rd Avenue N.E.
Carnation, WA 98014

Alexander Batishchev
33306 N.E. 42nd Street
Carnation, WA 98014

Craig and Katie Tasa
4481-333rd Avenue N.E.
Carnation, WA 98014

Jonathon and Nancy McClay
4020-333rd Avenue N.E.
Carnation, WA 98014

Brian and Christine Jenson
4321-333rd Avenue N.E.
Carnation, WA 98014

Glenn and Mary Ehrlich
4351-333rd Avenue N.E.
Carnation, WA 98014

George and Beth Padilla
4127-333rd Avenue N.E.
Carnation, WA 98014

Kamila and Sahit Rawat
4381-333rd Avenue N.E.
Carnation, WA 98014

Kevin and Susan Langston
33303 N.E. 42nd Street
Carnation, WA 98014

Marvin Wagner
4157-333rd Avenue N.E.
Carnation, WA 98014

Anthony and Angela Mumford
33307 N.E. 42nd Street
Carnation, WA 98014

David and Kristen Kane
4283-333rd Avenue N.E.
Carnation, WA 98014

William Fratzke
P.O. Box 724
Carnation, WA 98014

Mike and Rose Flowers
33342 N.E. 42nd Place
Carnation, WA 98014

Gabriel Debacker
4201-334th Avenue N.E.
Carnation, WA 98014

Jin Wei
4065-333rd Avenue N.E.
Carnation, WA 98014

Marty Adler
33298 N.E. 42nd Street
Carnation, WA 98014

John and Shelly Huffman
4152-333rd Avenue N.E.
Carnation, WA 98014

Thayab and Lindsay Chhaya and
Elizabeth Sundquist
4060-333rd Avenue N.E.
Carnation, WA 98014

Reena and David Deklotz
Rick Schlecht
4080-333rd Avenue N.E.
Carnation, WA 98014

CITY OF CARNATION

OFFICE OF THE HEARING EXAMINER

CITY OF CARNATION

REPORT AND DECISION

CASE NO.: PRELIMINARY PLAT INTERPRETATION REQUEST
LP-18-0001, TOLT MEADOWS II

APPLICANT: John Day Homes
P.O. Box 2930
North Bend, WA 98045

ATTORNEY: Duana Kolouskova
11201 S.E. 8th Street, Suite 120
Bellevue, WA 98004

PLANNER: Amanda Smeller, City Planner

SUMMARY OF REQUEST:

Interpretation of construction vehicle access restrictions (if any) for home building in the Tolt Meadows II subdivision.

SUMMARY OF DECISION: See Decision.

DATE OF DECISION: August 13, 2020

PUBLIC HEARING:

After reviewing the Staff Report and examining available information on file with the application, the Examiner conducted a public hearing on the request as follows:

The hearing convened on July 29, 2020, at 7:05 p.m.

Parties wishing to testify were sworn in by the Examiner.

The following exhibits were submitted and made a part of the record as follows:

- EXHIBIT 1 - Staff Report
- EXHIBIT A - Applicant Letter Requesting Interpretation
- EXHIBIT B - Preliminary Plat Decision dated January 31, 2019
- EXHIBIT C - Traffic Control Plan
- EXHIBIT D - Application for Construction Permit in City Right-of-Way
- EXHIBIT E - Eastside Fire and Rescue Comments
- EXHIBIT F - City Engineer Comments
- EXHIBIT G - Bob Jean Comments
- EXHIBIT H - Kristina Batischev Comments
- EXHIBIT I - Kamila Pawlik Comments
- EXHIBIT J - Christine Jenson Comments
- EXHIBIT K - Pam Young Wagner Comments
- EXHIBIT L - Dana McCabe Comments
- EXHIBIT M - Glenn Ehrlich Comments
- EXHIBIT N - Betsy Sundquist Comments
- EXHIBIT O - John Huffman Comments
- EXHIBIT P - Graham Nicastro Comments
- EXHIBIT Q - Craig Tasa Comments

The Minutes of the Public Hearing set forth below are not the official record and are provided for the convenience of the parties. The official record is the recording of the hearing that can be transcribed for purposes of appeal.

DUANA KOLOUSKOVA, attorney at law, appeared on behalf of John Day Homes, which submitted the interpretation request. The interpretation is of facts already determined and no additional facts should be put into the record. The Examiner issued a Decision approving the preliminary plat subject to conditions of approval on January 31, 2019. Condition 50 allows an interpretation of the construction access to the plat. The Decision and condition addressed construction access during plat development, but not during the home building stage. The Hearing Examiner reviews and conditions preliminary plats under RCW 58.17. The responsible official did not require SEPA mitigation for the construction access. No plat conditions address access. The Staff Report has no conditions addressing a construction access. However, at the hearing a lot of discussion occurred regarding a direct plat access to 45th. No SEPA mitigation measures and no conditions of approval restrict access to the plat. The Hearing Examiner did find a voluntary agreement to allow a construction access via a private driveway onto 45th. However, no safety concerns were identified regarding the use of existing, public roads. This plat is no different from any other plat that uses public roads for access. All infill development has to use existing streets. Here, the plat infrastructure construction is complete, and the construction access is no longer needed. The City asserts that the building permit stage is also covered by the plat decision. However, if such is the case, we are now talking about a new plat condition that would govern building permits. City streets

used for access are designed to accommodate Tolt Meadows II, and the plat is no different from other infill plats. The applicant has now decided to use City streets for access and not the driveway. No condition requires the continuation of using the driveway. The sidewalks for the plat are constructed and home construction vehicles must go over sidewalks and curbs. No evidence showed that public roads could not be used for home construction. The interpretation can't be based on public input, but must be based on the decision, conditions, and SEPA mitigation. The applicant volunteered to utilize the driveway during plat construction. The Examiner has the power to review the conditions based on Condition 50.

JOHN DAY, John Day Homes, appeared and testified that he did offer the driveway access condition at the public hearing based on concerns. During a recess he went to Mr. McFarland to volunteer the driveway access for plat construction. It was not an offer for access for housing construction. The driveway access was his idea, not the City's. They do not want to reopen the record, but just have the Examiner interpret the conditions. Nothing anywhere requires them to continue to use the driveway.

MS. KOLOUSKOVA reappeared and stated that the City has the burden of proof to establish that a plat condition or SEPA mitigating measure requires continued use of the driveway. Comments do exist, but no conditions. The Hearing Examiner found it was a voluntary action by the applicant.

ZACH LELL, City attorney, appeared and stated that we do have an issue of interpretation and not evidence. What did the decision mean in relation to site access? The City strongly disagrees with the applicant. The meaning of Finding of Fact 18C and Condition 50 is clear. Both were clearly based on hearing testimony and were not challenged by the applicant. No one filed a reconsideration or appeal. For that reason the Nykreim decision is controlling, as the decision is binding on all parties. The findings of fact are a verity on appeal. Here there was no appeal, so these findings are etched in stone. Condition 50 relates back and encapsulates the findings of fact, particularly 18C. Any change in the representations and findings require Hearing Examiner approval. It is the applicant's burden of proof to show that a change is needed. The conditions apply to homes and plat approval. It is common for a land use decision to go from general to specific. The specific would include the building permit process. He referred to Conditions 35-37 that require imposition of impact fees at the building permit stage, as it is common for a plat decision to reach forward. The fact that no SEPA mitigating measures or proposed conditions in the Staff Report exist is not controlling. The reason for the public hearing is to obtain testimony from the public. The public process in this case worked as intended. No changed circumstances warrant a change to the original plat decision. The City desires that the Examiner reaffirm his original condition.

AMANDA SMELLER appeared and referred to her Staff Report and introduced additional emails that were added as exhibits to the record.

AMY ARRINGTON, former City manager, appeared and testified that she thought the Tolt Meadows plat hearing was a great hearing. Everyone had a great attitude to include the public and the applicant. A discussion occurred regarding access to the plat from 45th, an arterial road. However, such access did not meet City standards. The applicant and City started working through the access issue before the hearing. Access was a big issue. The issue concerned not just the construction access, but the forever access for future residents. The developer talked about construction traffic utilizing the driveway from 45th. No distinction was made between plat and home construction. She thought the applicant's proposal was a great solution for the public. She was not surprised by the Examiner's decision. It was very clear. The findings of fact were built on all construction. It appeared to be a great partnership and she was excited to move forward.

JORGE GARCIA, City engineer, appeared and testified that the plat is substantially complete, and only a small part remains.

MR. DAY reappeared and testified that the plat is 100 percent complete. The City refused to allow them to bond any improvements.

MR. GARCIA then reappeared and testified that construction access to the plat from 45th is from an arterial street. 333rd and 42nd are not collector arterials, but residential local access streets.

BOB JEAN, interim City manager, appeared and testified that in his career he has been involved with a lot of development projects through the years. He began service with the City on May 20, 2020, and received calls regarding construction vehicles using 333rd and 42nd. He was aware of construction vehicle parking in the street. In the first case, Puget Sound Energy gave the applicant a very small window to do the work, and in the second instance, the applicant was pouring concrete on 45th and could not use it. He agreed that local access was necessary. Mike Day told him they would continue using 45th for home construction, but John Day said such was not the case. The Days chose to pave the plat road from north to south which required using neighborhood streets. They could have done the paving from south to north and used 45th. When installing landscaping, trucks parked on 333rd in a "no parking" area. Many projects have used one access for construction.

GLENN EHRLICH appeared and testified that he is vice president of the Tolt Meadows Homeowners Association and that the applicant agreed to address residents' safety concerns. The 45th access addressed safety for children in the community and the peaceful enjoyment of the neighborhood. However, numerous violations occurred. John Day agreed that these violations would not happen.

JESSICA MERIZAN appeared and does not agree with the offhand remark that the violations are not an issue. Clear violations of the agreement occurred. She is president of the homeowners association and does not want to have to look over her shoulder to ensure fulfillment of the agreement. There was huge concern regarding the agreement at

the hearing. She hopes for clarification, but is concerned about previous disregard of conditions.

KIM LISK, mayor of Carnation, appeared and testified that she was present at the previous hearing and listened to all speakers. Residents talked about safety and construction trucks. She introduced herself to John Day and suggested he attend a homeowners meeting. He told her that he had a solution. He spoke to the community and said that they would not need to access through Tolt I until the last few homes were constructed. She is surprised that we are having this hearing.

JIM RIBAIL appeared and testified that he spoke at the previous hearing. The solution to the construction truck issue was brought forward by the applicant. Mr. Day asked for a recess and then addressed the people in attendance and told them that they would keep the construction trucks coming from 45th until the last houses were constructed. This was his solution.

DAVID KANE appeared and testified that he attended the previous hearing and is the former homeowners president. Multiple violations have occurred. Trucks have parked illegally and have come through their neighborhood. Builders will need access to the site. Now, what assurance do we have that the City and the applicant will follow the conditions?

MIKE FLOWERS appeared and testified that he resides in the River's Edge plat and has observed construction of Tolt Meadows for the past two to three years. He has seen broken promises, and the applicant never held accountable. They are trying once again to get out of their agreement. The problems are the applicant's own doing.

BRAD McCABE appeared and testified that he is not impacted, but attended the previous hearing. A recess was called. The applicant gave the solution. They would build Lot 8 last and that would allow the construction trucks to continue using 45th until that time. It was not a solution pulled out of the air, it is what happened.

ALEXANDER BATISHCHEV appeared and noted several violations. We must keep the applicant accountable and held to this agreement. Public safety is a high priority and the conditions are written in the decision.

TIFFANY WELTON appeared and testified that she was assured by Mr. Day about the construction access. Everyone in attendance calmed down after he presented his solution. We should hold him accountable.

MR. LELL reappeared and stated that this is purely and simply a matter of interpretation of a small number of words. The overriding principle is to discover the original intent. The public attended the public hearing and heard the genesis of Findings 18C and Condition 50. The intent is very clear. Construction trucks would utilize the driveway. We now know the origin of the condition. The City requests interpretation as originally intended.

BOB JEAN reappeared and testified that the issue is simple and that he accepts the Hearing Examiner's decision. It includes construction access from 45th except for the last two homes. The applicant can't have it both ways. Limiting the access to 45th will not harm the applicant, but will create inconvenience.

MS. KOLOUSKOVA reappeared and stated that memories differ. The hearing occurred more than 18 months ago. For clarity, nothing in the record addresses the private conversations. There is no legal basis for restricting use of a public road. The applicant made a voluntary agreement, but it was based on the preliminary plat at a plat hearing. What could they appeal? Condition 50 deals with plat plans. Nykreim is actually supportive of the applicant's position as the decision must be applied as written. The Examiner would need to add a condition that explains how building permit traffic would be handled. Mr. Garcia said that all plat conditions are met. Nothing restricts access. Conditions 35-37 do provide continuing circumstances in their language. SEPA could have addressed the access issue. An access discussion would have been held before the threshold determination. If the conditions are to go forward, that must be clear in the decision. No condition in the decision refers to the building permit. They also want compliance with conditions moving forward.

No one spoke further in this matter and the Hearing Examiner took the matter under advisement. The hearing was concluded at 8:47 p.m.

NOTE: A complete record of this hearing is available in the office of the City of Carnation.

FINDINGS, CONCLUSIONS, AND DECISION:

FINDINGS:

1. The Hearing Examiner has admitted documentary evidence into the record, heard testimony, and taken this matter under advisement.
2. Following a 2.5 hour hearing held on the evening of January 16, 2019, the Examiner issued a Report and Decision dated January 31, 2019, approving the preliminary plat of Tolt Meadows II. Said Decision granted preliminary plat approval of a 3.7 acre parcel that allowed its subdivision into 15 single-family residential lots. The parcel is located at 33323 N.E. 45th Street within the City of Carnation. Preliminary plat approval was granted subject to compliance with 51 conditions of approval. Neither the applicant, the City, nor parties of record submitted a request for reconsideration or filed an appeal pursuant to the Land Use Petition Act (LUPA), and therefore the decision is final.

3. The applicant has either completed or is very close to completing all requirements necessary to obtain final plat approval for Tolt Meadows II and to commence construction of homes on plat lots. Construction of plat infrastructure is essentially complete. During construction of plat infrastructure, construction vehicles accessed the site via an existing driveway extending into the site from 45th Street, a City arterial. Such access limitation was voluntarily offered by the applicant at the public hearing and incorporated into the Decision approving the preliminary plat. A dispute has now arisen between the applicant, the City, and residents of the abutting Tolt Meadows subdivision regarding whether the applicant's agreement and the Examiner's decision approving the preliminary plat also limits access for home construction vehicles to the existing driveway on 45th Street.
4. The applicant, John Day Homes, Inc., by and through its attorney Duana Kolouskova, assert that conditions of preliminary plat approval do not limit home construction trucks to the 45th Street access. The City and residents assert that the decision clearly requires such limitation, and that the applicant itself proposed such limitation. The applicant agrees that it voluntarily limited vehicular access for construction of the plat infrastructure to the 45th Street driveway. However, the applicant also asserts that it did not agree to limit access for construction trucks used in the house building phase to said driveway.
5. The issue before the Examiner is limited to an interpretation of the previous decision approving the preliminary plat. While residents and to a lesser extent the City have attempted to introduce other reasons for the limitation such as safety hazards or parking violations by construction trucks in plat development, the Examiner has not considered such reasons in this interpretation. As correctly noted by the applicant, at the preliminary plat approval stage the City identified no safety or other impacts that construction trucks would create by utilizing 333rd/42nd. The City therefore proposed no mitigating measures pursuant to the State Environmental Policy Act (SEPA) or conditions of plat approval restricting usage of such streets.
6. The Examiner's minutes of the testimony presented at the Tolt Meadows II preliminary plat hearing show that residents asserted that future plat traffic and construction vehicles utilizing residential streets would create significant safety concerns. One of the last speakers, John Huffman, testified as to his safety concerns, and concluded by questioning how the applicant proposed to route its construction trucks into and out of the area. He suggested a temporary, construction access.
7. Testimony of several speakers at the interpretation hearing establishes that near the end of the preliminary plat hearing, the applicant requested a recess. Mayor Kim Lisk testified that during the recess she introduced herself to John Day, John Day Homes (applicant), and suggested that he attend a homeowners association meeting. However, Mr. Day told her that he had already developed a construction truck access solution. Mayor Lisk then testified that either Mr. Day or his

representative, Rob McFarland, spoke informally to community residents attending the hearing. They told residents that construction trucks would not need to access through Tolt Meadows until it was necessary to construct the last few homes. Former City Manager Amy Arrington also attended the hearing and confirmed the mayor's testimony. She emphasized that Mr. Day and Mr. McFarland made no distinction between vehicles used in plat construction and home construction. She and evidently many neighbors thought it was a great solution.

8. Upon reconvening the hearing, the Examiner's minutes reflect that Mr. McFarland testified in part as follows:

ROB McFARLAND reappeared and testified on behalf of the applicant. Concerning construction traffic, they have already thought about that and intend to use the existing driveway as a construction access....

The Examiner incorporated the applicant's and specifically Mr. McFarland's representations made at the hearing into the Findings of Fact as follows:

6. ...Development of the plat will require removal/demolition of all structures. However, the applicant will use the residential driveway for construction access to the site.
17. The primary concern raised by residents in Tolt Meadows relates to the safety of the 62 adults and 40 children living therein... Concerns include not only additional plat traffic, but also commercial delivery trucks and construction vehicles....
18. The Examiner has carefully considered concerns raised by residents, but must agree with the proposed road configuration that does not include a new access onto N.E. 45th Street for the following reasons...
 - C. Construction vehicles will utilize the existing, residential driveway during development of the plat and construction of the homes. Thus, construction vehicles will not impact residents of Tolt Meadows. (emphasis added)

Finding 18 specifically addressed residents' concerns regarding temporary construction vehicles and permanent residential traffic through their neighborhood. However, the Examiner did not require a new, plat access onto N.E. 45th for the six reasons set forth in Condition 18. Finding (18C) specifically provides that construction vehicles will utilize the 45th Street access "during development of the plat and construction of the homes". Again, the applicant did not ask for reconsideration or appeal. The Examiner's minutes, Findings of Fact, and testimony at the interpretation hearing regarding the applicant's agreement clearly

establish that the applicant agreed to use the 45th Street driveway for both plat and home construction.

9. While conditions of approval do not specifically implement the applicant's agreement to utilize the residential driveway during both plat and home construction, Condition 50 provides:

50. The decision set forth herein is based upon representations made and exhibits, including plans and proposals submitted at the hearing conducted by the hearing examiner. Any substantial change(s) or deviation(s) in such plans, proposals, or conditions of approval imposed shall be subject to the approval of the hearing examiner and may require further and additional hearings. (emphasis added)

Condition 50 specifically incorporates "representations made" and "proposals submitted at the hearing". The applicant for the first time at the preliminary plat hearing submitted a proposal to use the 45th Street residential driveway for both plat and home construction vehicles. The applicant's proposal for construction vehicle access is a "representation made" and a "proposal" "submitted at the hearing" and is therefore incorporated in Condition 50. Finding 18C specifically refers to construction vehicles utilized in construction of the homes. No ambiguity exists in the findings and conclusions.

10. It is clear that the applicant agreed that construction vehicles utilized in the home building phase were included in its proposal to use 45th Street for the following reasons:

A. The applicant submitted an "Application for Construction Permit in City Right-of-Way" on January 22, 2019, six days following the hearing and prior to the Examiner issuing his decision. Said application requested a permit to use the driveway on 45th Street as a construction access and does not distinguish between plat and home construction.

B. Finding 18C is clear that construction vehicles "will" utilize the residential driveway during construction of homes. The applicant did not request clarification or reconsideration of Finding 18C. Such verifies its proposal to include use of the residential driveway for home construction vehicles.

C. The applicant called Mr. John Day as a witness. He testified that at the recess he authorized Mr. McFarland to volunteer the plat driveway access for plat construction only. However, the applicant did not call either Rob McFarland or Mike Day as witnesses. Mr. McFarland testified at the preliminary plat hearing that the applicant would use the existing driveway as a construction access, but expressed no limitation as to plat construction only. Mr. Jean testified that Mike Day told him that they would continue using

the 45th driveway for access during home construction. As held by our Washington Supreme Court in Pier 67 Inc., v. King County, 89 Wn. 2d 379 (1977):

...We have previously held on several occasions that where relevant evidence which would properly be a part of a case is within the control of a party whose interests it would naturally be to produce it and he fails to do so, without satisfactory explanation, the only inference which the finder of fact may draw is that such evidence would be unfavorable to him. In so holding, we have noted, “[t]his rule is uniformly applied by the courts and is an integral part of our jurisprudence”.... 89 Wn. 2d 379 @ 385, 386

Thus, it can be assumed that Mr. McFarland and Mr. Mike Day would agree that the applicant’s representations and proposal included utilization of the 45th driveway for house construction.

11. The applicant asserts that in addition to the lack of a condition of approval enforcing its representation/proposal to utilize the driveway access for home construction, neither the City nor the Examiner can prohibit the use of City public streets for construction vehicles. Such argument is reasonably analogous to the “invited error doctrine” as addressed by our Washington Court of Appeals in Joe Humbert, et. al., v. Walla Walla County, 145 Wn. App. 185 (2008). As explained by our Court of Appeals:

Appellants next contend that the hearing examiner erred in imposing the intersection improvement requirements listed in Condition 23. Since appellants affirmatively agreed to those improvements with DOT, a nonparty to this action, and conveyed that information to the hearing examiner, they cannot be heard to claim error when the examiner adopted those conditions. The challenge is precluded by the invited error doctrine.

“The invited error doctrine prohibits a party from setting up an error in the trial court then complaining of it on appeal...The invited error doctrine has been applied to administrative actions just as it has trial court proceedings.... 145 Wn. App. 185 @ 192.

In the present case, as clearly found in Finding 18C, a verity that can no longer be challenged, the applicant proposed and represented that it would use the residential driveway for vehicular access for construction of both plat infrastructure and houses. The applicant cannot now claim that the City cannot prevent it from utilizing City streets for access to the plat for home construction.

12. Accepting the applicant's interpretation violates the intent of the public hearing process. The applicant's representatives met with residents during a recess in the preliminary plat hearing and agreed to limit home construction vehicles to the 45th driveway. The applicant's representative subsequently confirmed said agreement under oath to the Examiner. Accepting the applicant's interpretation would significantly, adversely impact the credibility of the land use decisionmaking process. Residents (and the City) heard both informally and formally from the applicant's representatives, and also read the decision to include Finding 18C and Condition 50. Interpreting the decision to allow home construction vehicles to utilize City streets would cause one to question the public hearing process.

CONCLUSIONS:

1. The Hearing Examiner has the jurisdiction to consider and decide the issues presented by this request.
2. The decision approving the preliminary plat of Tolt Meadows II is not ambiguous and needs no interpretation. The record contains no distinction between vehicle access for plat infrastructure construction and home construction. To the contrary, the decision specifically refers to construction vehicle access for both stages of construction.
3. The decision clearly shows that the applicant represented and proposed to restrict the access for construction trucks for home building to the driveway access to 45th Street. The Examiner and the City accepted the applicant's proposal.
4. Findings in the preliminary plat decision do not reflect conversations among the applicant, City staff, and residents as such occurred at a recess, occurred off the record, and occurred outside the presence of the Examiner. However, testimony at the present hearing confirms the applicant's testimony at the preliminary plat hearing and the accuracy of Finding 18(C).

DECISION:

The City has shown that the January 31, 2019, decision approving the preliminary plat of Tolt Meadows II needs no interpretation, and therefore it will stand as written. The applicant's request for an interpretation of said decision that would restrict only those vehicles used in plat infrastructure construction to the 45th Street driveway is hereby denied. The preliminary plat decision incorporates the applicant's representation and proposal to utilize the 45th Street driveway as the exclusive access for vehicles used in home building for the Tolt Meadows II plat (exception Lot 8).

ORDERED this 13th day of August, 2020.



STEPHEN K. CAUSSEAU, JR.
Hearing Examiner

TRANSMITTED this 13th day of August, 2020, to the following:

APPLICANT: John Day Homes
P.O. Box 2930
North Bend, WA 98045

ATTORNEY: Duana Kolouskova
11201 S.E. 8th Street, Suite 120
Bellevue, WA 98004

OTHERS:

Glenn and Mary Ehrlich
4351-333rd Avenue N.E.
Carnation, WA 98014

Brian and Christine Jenson
4321-333rd Avenue N.E.
Carnation, WA 98014

Mike Day
P.O. Box 2930
North Bend, WA 98045

Kim Lisk
4135-327th Circle N.E.
Carnation, WA 98014

Jim Ribail
4207-334th Avenue N.E.
Carnation, WA 98014

David and Kristen Kane
4283-333rd Avenue N.E.
Carnation, WA 98014

Mike and Rose Flowers
33342 N.E. 42nd Place
Carnation, WA 98014

Brad and Dana McCabe
4213-333rd Avenue N.E.
Carnation, WA 98014

Alexander and Kristina Batishchev
33306 N.E. 42nd Street
Carnation, WA 98014

Tiffany Welton
33412 N.E. 42nd Street
Carnation, WA 98014

Elizabeth Sundquist
4060-333rd Avenue N.E.
Carnation, WA 98014

John Huffman
4152-333rd Avenue N.E.
Carnation, WA 98014

Graham Nicastro and Jessica Merizan
4451-333rd Avenue N.E.
Carnation, WA 98014

Craig and Katie Tasa
4481-333rd Avenue N.E.
Carnation, WA 98014

Kamila Pawlik kamila.pawlik@hotmail.com
Pam Wagner pamelaywagner@gmail.com

CITY OF CARNATION

TOLT MEADOWS II, A PLAT COMMUNITY AS DEFINED BY CHAPTER 64.90 RCW
PORTION OF THE SW 1/4 OF THE SE 1/4 SECTION 15, IN TOWNSHIP 25 NORTH, RANGE 7 EAST, W.M.,
CITY OF CARNATION, KING COUNTY, WASHINGTON

VOLUME/PAGE

FINAL PLAT NO. LP 18-0001
PARCEL NO. 152507-9041

DEDICATION

THE UNDERSIGNED, BEING ALL THE PARTIES HAVING AN OWNERSHIP INTEREST IN THE LAND HEREBY SUBDIVIDED, DO HEREBY DECLARE THIS PLAT TO BE THE GRAPHIC REPRESENTATION OF THE SUBDIVISION MADE HEREBY AND DO HEREBY DEDICATE TO THE CITY OF CARNATION ALL STREETS AND AVENUES NOT SHOWN AS PRIVATE HEREON FOR ALL PUBLIC PURPOSES NOT INCONSISTENT WITH THE USE THEREOF FOR PUBLIC STREET PURPOSES, AND ALSO THE RIGHT TO MAKE ALL NECESSARY SLOPES FOR CUTS AND FILLS UPON THE LOTS SHOWN THEREON IN ORDER TO ESTABLISH, CONSTRUCT, AND MAINTAIN SAID DRAINAGE AND DRAINING SYSTEMS RELATED THERETO, AND FURTHER DEDICATE TO THE CITY OF CARNATION, ALL THE EASEMENTS AND TRACTS SHOWN ON THIS PLAT FOR ALL PUBLIC PURPOSES AS INDICATED THEREON INCLUDING BUT NOT LIMITED TO PARK, OPEN SPACE, UTILITIES, AND DRAINAGE UNLESS SUCH EASEMENTS OR TRACTS ARE SPECIFICALLY IDENTIFIED ON THIS PLAT AS BEING DEDICATED OR CONVEYED TO A PERSON OR ENTITY OTHER THAN THE CITY OF CARNATION. FURTHER, THE UNDERSIGNED HEREBY WAIVE FOR THEMSELVES AND THEIR SUCCESSORS IN TITLE, ANY AND ALL CLAIMS FOR DAMAGES AGAINST THE CITY OF CARNATION AND ITS SUCCESSORS IN TITLE WHICH MAY BE OCCASIONED BY THE ESTABLISHMENT, CONSTRUCTION OF MAINTENANCE OF ROADS AND/OR DRAINAGE SYSTEMS WITHIN THE SUBDIVISION. FURTHER THE UNDERSIGNED HEREBY AGREE FOR THEMSELVES AND THEIR SUCCESSORS IN TITLE, TO INDEMNIFY AND HOLD THE CITY OF CARNATION AND ITS SUCCESSORS HARMLESS FROM ANY CLAIMS FOR DAMAGES ALLEGED TO HAVE BEEN CAUSED BY ALTERATIONS OF THE GROUND SURFACE, VEGETATION, DRAINAGE OR SURFACE OR SUBSURFACE WATER FLOWS WITHIN THE SUBDIVISION.

THIS SUBDIVISION DEDICATION, WAIVER OF CLAIMS AND AGREEMENT TO HOLD HARMLESS IN MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF SAID OWNERS.

IN WITNESS WHEREOF, WE HAVE SET OUR HANDS AND SEALS, THIS _____ DAY OF _____, 20____.

JOHN DAY HOMES INC., A WASHINGTON CORPORATION

BY: _____

ITS:

WASHINGTON TRUST BANK

BY: _____

ITS:

ACKNOWLEDGMENTS

STATE OF WASHINGTON
COUNTY OF _____

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT _____ SIGNED THIS INSTRUMENT, ON OATH STATED THAT (HE/SHE) WAS AUTHORIZED TO EXECUTE THE INSTRUMENT AND ACKNOWLEDGED IT AS THE _____ OF _____ TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

DATED _____
SIGNATURE OF _____
NOTARY PUBLIC _____
PRINTED NAME _____
TITLE _____
MY APPOINTMENT EXPIRES _____

STATE OF WASHINGTON
COUNTY OF _____

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT _____ IS THE PERSON WHO APPEARED BEFORE ME, AND SAID PERSON ACKNOWLEDGED THAT HE/SHE/THEY SIGNED THIS INSTRUMENT, ON OATH STATED THAT HE/SHE/THEY WAS/WERE AUTHORIZED TO EXECUTE THE INSTRUMENT AND ACKNOWLEDGED IT AS THE _____ OF THE QUADRANT CORPORATION, TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

DATED _____
SIGNATURE OF _____
NOTARY PUBLIC _____
PRINTED NAME _____
TITLE _____
MY APPOINTMENT EXPIRES _____

PRELIMINARY COPY

DATE AUGUST 10, 2020

SHEET INDEX: SHEET 1: DEDICATIONS, LEGAL DESCRIPTION & ACKNOWLEDGMENTS SHEET 2: TABLES, RECORD DOCUMENTS EASEMENTS & BASIS OF BEARINGS SHEET 3: BOUNDARY, LOT LAYOUT



4200 6TH AVENUE SE, SUITE 309
LACEY, WA 98503
360.292.7230
WWW.KPFF.COM

CITY OF CARNATION FILE NO. _____

CITY OF CARNATION APPROVALS

EXAMINED AND APPROVED PER C.M.C. 15.09 THIS _____ DAY OF _____, 20____.

CITY PLANNER _____

CITY ENGINEER _____

CITY MANAGER _____

PUBLIC WORKS DIRECTOR _____

MAYOR _____

KING COUNTY APPROVALS

KING COUNTY DEPARTMENT OF ASSESSMENTS

EXAMINED AND APPROVED THIS _____ DAY OF _____, 20____.

KING COUNTY ASSESSOR _____ DEPUTY KING COUNT ASSESSOR _____

ACCOUNT NUMBER: 1525079041

FINANCE DIVISION CERTIFICATE

I HEREBY CERTIFY THAT ALL PROPERTY TAXES ARE PAID, THAT THERE ARE NO DELINQUENT SPECIAL ASSESSMENTS CERTIFIED TO THIS OFFICE FOR COLLECTION AND THAT ALL SPECIAL ASSESSMENTS CERTIFIED TO THIS OFFICE FOR COLLECTION ON ANY OF THE PROPERTY HEREIN CONTAINED, DEDICATED AS STREETS, ALLEYS OR FOR ANY OTHER PUBLIC USE, ARE PAID IN FULL THIS _____ DAY OF _____, 20____.

MANGER, FINANCE DIVISION _____ DEPUTY _____

LEGAL DESCRIPTION

PER OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY GUARANTEE NUMBER 5207170448 DATED JUNE 2, 2020

(TAX PARCEL NO. 1525079041)

THE LAND REFERRED TO IS SITUATED IN THE COUNTY OF KING, CITY OF CARNATION, STATE OF WASHINGTON, AND IS DESCRIBED AS FOLLOWS:

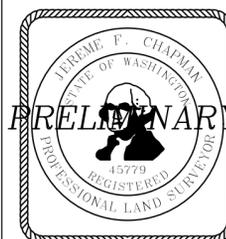
THE EAST HALF OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 15, TOWNSHIP 25 NORTH, RANGE 7 EAST, W.M.; EXCEPT PORTION FOR COUNTY ROAD; AND EXCEPT PORTION LYING NORTH OF COUNTY ROAD; AND EXCEPT THAT PORTION DESCRIBED AS FOLLOWS: BEGINNING AT THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SECTION 15' TOWNSHIP 25 NORTH, RANGE 7 EAST, W.M.; THENCE SOUTH 89°05'33" EAST, ALONG THE SOUTH LINE OF SAID SECTION, 332.88 FEET TO A POINT ON THE EAST LINE OF THE WEST HALF OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SAID SOUTHEAST QUARTER; THENCE NORTH 00°08'17" WEST, ALONG SAID EAST LINE, 837.92 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 89°51'43" EAST 18.76 FEET; THENCE NORTH 00°12'30" EAST, 380.47 FEET, MORE OR LESS, TO A POINT ON THE SOUTH LINE OF NE 45TH STREET; THENCE NORTH 63°12'30" WEST, ALONG THE SOUTH LINE OF NE 45TH STREET, 27.34 FEET, MORE OR LESS, TO A POINT ON THE EAST LINE OF SAID WEST HALF OF THE WEST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER; THENCE SOUTH ALONG SAID EAST LINE TO THE TRUE POINT OF BEGINNING. (ALSO KNOWN AS LOT B OF CITY OF CARNATION BOUNDARY LINE ADJUSTMENT NO. BLA 003-001, RECORDED UNDER RECORDING NO. 20040114900003, RECORDS OF KING COUNTY, WASHINGTON.)

SITUATE IN THE COUNTY OF KING, STATE OF WASHINGTON.

LAND SURVEYOR'S CERTIFICATE

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT AT THE REQUEST OF JOHN DAY HOMES, A WASHINGTON CORPORATION ON JANUARY 1, 2020. I HEREBY CERTIFY THAT THIS MAP FOR TOLT MEADOWS II, A PLAT COMMUNITY, IS BASED UPON AN ACTUAL SURVEY OF THE PROPERTY HEREIN DESCRIBED; THAT THE BEARINGS AND DISTANCES ARE CORRECTLY SHOWN; THAT ALL INFORMATION REQUIRED BY THE WASHINGTON UNIFORM COMMON INTEREST OWNERSHIP ACT IS SUPPLIED HEREIN; AND THAT ALL HORIZONTAL AND VERTICAL BOUNDARIES OF THE UNITS, (1) TO THE EXTENT DETERMINED BY THE WALLS, FLOORS, OR CEILINGS THEREOF, OR OTHER PHYSICAL MONUMENTS, ARE SUBSTANTIALLY COMPLETED IN ACCORDANCE WITH SAID MAP, OR (2) TO THE EXTENT SUCH BOUNDARIES ARE NOT DEFINED BY PHYSICAL MONUMENTS, SUCH BOUNDARIES ARE SHOWN ON THE MAP.

I HEREBY CERTIFY THE PLAT OF TOLT MEADOWS II, A PLAT COMMUNITY, IS BASED UPON AN ACTUAL SURVEY AND SUBDIVISION OF SECTION 15, TOWNSHIP 25 NORTH, RANGE 07 EAST, W.M. AS REQUIRED BY STATE STATUTES; THAT THE DISTANCES, COURSES AND ANGLES ARE SHOWN THEREON CORRECTLY; THAT THE MONUMENTS SHALL BE SET AND LOT AND BLOCK CORNERS SHALL BE STAKED CORRECTLY ON THE GROUND, THAT I FULLY COMPLIED WITH THE PROVISIONS OF THE STATE AND LOCAL STATUTES AND REGULATIONS GOVERNING PLATTING.



JEREME CHAPMAN, PROFESSIONAL LAND SURVEYOR
CERTIFICATE NO. 45779
KPFF CONSULTING
612 WOODLAND SQUARE LOOP, #100
LACEY, WASHINGTON 98503
360-292-7230

RECORDING CERTIFICATE

FILED FOR RECORD AT THE REQUEST OF THE KING COUNTY COUNCIL THIS _____ DAY OF _____, 20____, AT _____ MINUTES PAST _____ M. AND RECORDED IN VOLUME _____ OF PLATS, PAGE(S) _____, RECORDS OF KING COUNTY, WASHINGTON.

DIVISION OF RECORDS AND ELECTIONS

MANAGER _____ SUPERINTENDENT OF RECORDS _____

RECORDING NO. _____

PORTION OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 15 IN TOWNSHIP 25 NORTH, RANGE 7 EAST, WILLAMETTE MERIDIAN, CITY OF CARNATION, KING COUNTY, WASHINGTON.

JOB NO 41800526

SHEET 1 OF 3

VOLUME/PAGE

TOLT MEADOWS II, A PLAT COMMUNITY AS DEFINED BY CHAPTER 64.90 RCW
 PORTION OF THE SW 1/4 OF THE SE 1/4 SECTION 15, IN TOWNSHIP 25 NORTH, RANGE 7 EAST, W.M.,
 CITY OF CARNATION, KING COUNTY, WASHINGTON

VOLUME/PAGE

FINAL PLAT NO. LP 18-0001
 PARCEL NO. 152507-9041

FOUND 1/2" REBAR
 WITH CAP LS 28101
 PER REFERENCE
 SURVEY # 5. (9-5-18)

FOUND 1/2" REBAR
 WITH CAP LS 21559
 PER REFERENCE
 SURVEYS # 3, 4 & 5.
 (9-5-18)

LOT C
 BLA NO.
 LLA 13-0001
 AFN 20130621900008

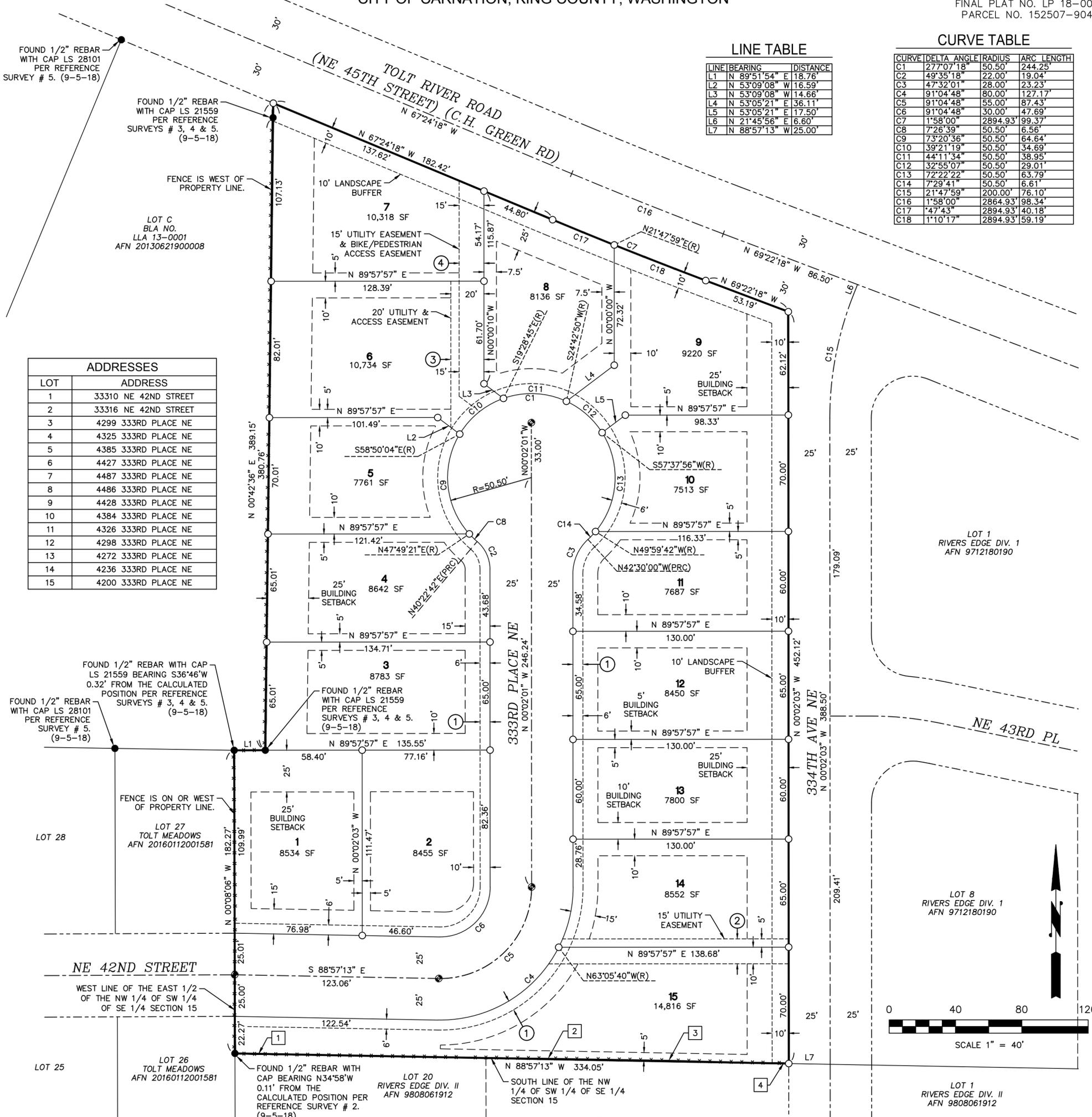
LINE TABLE

LINE	BEARING	DISTANCE
L1	N 89°51'54" E	18.76'
L2	N 53°09'08" W	16.59'
L3	N 53°09'08" W	14.66'
L4	N 53°05'21" E	36.11'
L5	N 53°05'21" E	17.50'
L6	N 21°45'56" E	6.60'
L7	N 88°57'13" W	25.00'

CURVE TABLE

CURVE	DELTA ANGLE	RADIUS	ARC LENGTH
C1	27°07'18"	50.50'	244.25'
C2	49°35'18"	22.00'	19.04'
C3	47°32'01"	28.00'	23.23'
C4	91°04'48"	80.00'	127.17'
C5	91°04'48"	55.00'	87.43'
C6	91°04'48"	30.00'	47.69'
C7	1°58'00"	2894.93'	99.37'
C8	7°26'39"	50.50'	6.56'
C9	73°20'36"	50.50'	64.64'
C10	39°21'19"	50.50'	34.69'
C11	44°11'34"	50.50'	38.95'
C12	32°55'07"	50.50'	29.01'
C13	72°22'22"	50.50'	63.79'
C14	7°29'41"	50.50'	6.61'
C15	21°47'59"	200.00'	76.10'
C16	1°58'00"	2864.93'	98.34'
C17	47°43'	2894.93'	40.18'
C18	1°10'17"	2894.93'	59.19'

ADDRESSES	
LOT	ADDRESS
1	33310 NE 42ND STREET
2	33316 NE 42ND STREET
3	4299 333RD PLACE NE
4	4325 333RD PLACE NE
5	4385 333RD PLACE NE
6	4427 333RD PLACE NE
7	4487 333RD PLACE NE
8	4486 333RD PLACE NE
9	4428 333RD PLACE NE
10	4384 333RD PLACE NE
11	4326 333RD PLACE NE
12	4298 333RD PLACE NE
13	4272 333RD PLACE NE
14	4236 333RD PLACE NE
15	4200 333RD PLACE NE



LOT 1
 RIVERS EDGE DIV. 1
 AFN 9712180190

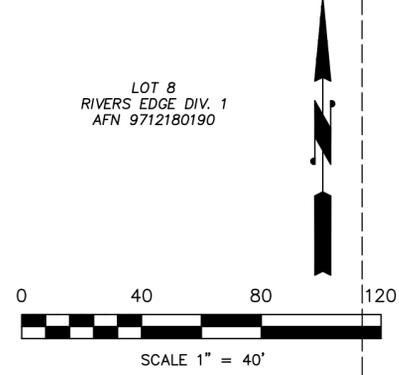
LOT 8
 RIVERS EDGE DIV. 1
 AFN 9712180190

LOT 1
 RIVERS EDGE DIV. II
 AFN 9808061912

FOUND 1/2" REBAR WITH CAP LS 21559 BEARING S36°46'W 0.32' FROM THE CALCULATED POSITION PER REFERENCE SURVEYS # 3, 4 & 5. (9-5-18)

FOUND 1/2" REBAR WITH CAP LS 28101 PER REFERENCE SURVEY # 5. (9-5-18)

FOUND 1/2" REBAR WITH CAP LS 21559 BEARING N34°58'W 0.11' FROM THE CALCULATED POSITION PER REFERENCE SURVEY # 2. (9-5-18)



LEGEND

- SET 3" BRASS CAP WITH PUNCH MARK STAMPED "LS 45779" AT THE SURFACE
- FOUND MONUMENT AS NOTED
- SET 5/8" REBAR AND CAP LS 45779 OR CORNER AS NOTED
- (R) RADIAL BEARING
- TPN TAX PARCEL NUMBER
- AFN AUDITOR'S FILE NUMBER
- SF SQUARE FEET
- IP IRON PIPE

NOTE: SEE SHEET 2 OF 3 SHEETS FOR EASEMENTS AND LOT USAGE TABLE
 PROPERTY AREA = 163,876± SQUARE FEET (3.762± ACRES)

ENCROACHMENTS

- 1 FENCE ON PROPERTY LINE
- 2 FENCE 0.6' NORTH OF PROPERTY LINE
- 3 FENCE 0.6' NORTH OF PROPERTY LINE
- 4 FENCE 0.2' NORTH OF PROPERTY LINE

REFERENCE SURVEYS

1. PLAT OF RIVERS EDGE DIVISION I, RECORD NO. 9712180190.
2. PLAT OF RIVERS EDGE DIVISION II, RECORD NO. 9808061912.
3. BOUNDARY LINE ADJUSTMENT LLA 03-001, RECORD NO. 20040114900003.
4. BOUNDARY LINE ADJUSTMENT LLA 13-0001, RECORD NO. 20130621900008.
5. PLAT OF TOLT MEADOWS, RECORD NO. 20160112001582.

PRELIMINARY COPY
 DATE AUGUST 10, 2020

kpff 4200 6TH AVENUE SE, SUITE 309
 LACEY, WA 98503
 360.292.7230
 WWW.KPFF.COM



Bob Jean

From: Bob Jean
Sent: Tuesday, September 8, 2020 11:53 AM
To: Councilmembers
Cc: Mary Madole
Subject: City Planner and City Clerk/Assistant To City Manager 2021 Salary Amendments



We are in the process of opening up the City Planner position vacated when Amanda Spiller left. As you are aware, the City Planner position requires a combination of Senior Planner skills and Planning Director sophistication, though no staff supervision per se. The current range for 2020 is \$6,209-\$7,656. Looking at the attached market comparables, I think we were lucky to find Amanda in our current range. The top step comps for 2020 for Senior Planner skills in Duvall, Enumclaw, Fife, Lake Forest Park, Newcastle and North Bend is closer to \$8,300 or about \$500/month more than our current top step. Even with just a 1% CPI this would be a new top step of \$8,380...or an annual range from \$74,500-\$100,600. I recommend that Council approve the 2021 proposed City Planner range for the current recruitment for \$6,209-\$8,380/month. I would expect to hire somewhere in the middle of the new range, still staying legally within the 2020 authorization level.

Additionally, I find that the City Clerk job title doesn't reflect the real duties and responsibilities, and internal comparable worth that Mary Madole provides the City. Her duties go beyond that of the City Clerk in records keeping and meetings notices. She also provides a lead role in much of our Comprehensive Planning and Capital Improvements Programming (STIP/TIP). I think the job title of City Clerk/Assistant To City Manager is more representative of her position. I find this position to be of comparable internal worth to that of the City Planner. I recommend the 2021 pay range for this position also be set at \$6,209-\$8,380 per month.

RECOMMENDATION: Motion to set the 2021 pay range for City Planner and City Clerk/Assistant To City Manager positions at \$6,209-\$8,380 per month or \$74,500-\$100,600 per year.

2020 SALARY DATA for PSRC Cities 1,500-15,000 population

Organization	Benchmark position	Your job title	Minimum salary	Maximum salary	Flat rate	Exempt status	Position comments
City of Carnation	Planner, Journey Level	City Planner	\$6,209.14	\$7,856.55		Exempt	Only planning staff member.
City of Fife	Planner, Journey Level	Associate Planner	\$5,436.59	\$6,441.03		Non-exempt	
City of Fircrest	Planner, Journey Level	Planning & Building Administrator	\$5,369	\$6,852		Exempt	
City of Newcastle	Planner, Journey Level	Associate Planner	\$5,438.33	\$6,862.83		Exempt	
City of North Bend	Planner, Journey Level	Associate Planner/Long Range Planner	\$5,872	\$7,144		Non-exempt	
City of Port Orchard	Planner, Journey Level	Associate Planner	\$5,931	\$6,878		Non-exempt	
City of Sumner	Planner, Journey Level	Associate Planner	\$6,154	\$7,691		Exempt	
Town of Steilacoom	Planner, Journey Level	Town Planner	\$5,706	\$6,675		Non-exempt	Only planning staff member.
JOURNEY PLANNER AVERAGE			\$5,764.51	\$7,050.05			

Organization	Benchmark position	Your job title	Minimum salary	Maximum salary	Flat rate	Exempt status	Position comments
City of Buckley	Planner, Senior Level	City Planner	\$5,672	\$6,916		Exempt	
City of Duwall	Planner, Senior Level	Sr Planner	\$6,706	\$8,024		Non-exempt	
City of Enumclaw	Planner, Senior Level	Senior Planner	\$6,875.00	\$8,454.00		Exempt	
City of Fife	Planner, Senior Level	Senior Planner	\$7,125.61	\$8,448.50		Non-exempt	
City of Lake Forest Park	Planner, Senior Level	Senior Planner	\$6,184	\$8,246		Non-exempt	
City of Newcastle	Planner, Senior Level	Senior Planner/Senior Long Range Planner	\$6,588.33	\$8,430.75		Exempt	
City of North Bend	Planner, Senior Level	Senior Planner/Senior Long Range Planner	\$6,856	\$8,342		Non-exempt	
City of Port Orchard	Planner, Senior Level	Associate Planner - Long Range	\$6,805	\$7,888		Non-exempt	
City of Snoqualmie	Planner, Senior Level	Sr. Planner	\$7,310.00	\$8,718.00		Exempt	
City of Sumner	Planner, Senior Level	Senior Planner	\$7,138	\$8,920		Non-exempt	
SENIOR PLANNER AVERAGE			\$6,725.99	\$8,238.73			

Organization	Benchmark position	Your job title	Minimum salary	Maximum salary	Flat rate	Exempt status	Position comments
City of DuPont	Planning/Community Development Director	Community Development Director	\$7,759	\$9,442		Exempt	
City of Duwall	Planning/Community Development Director	Community Development Director	\$9,173	\$11,049		Exempt	
City of Enumclaw	Planning/Community Development Director	Community Development Director	\$7,969.00	\$9,800.00		Exempt	
City of Fife	Planning/Community Development Director	Community Development Director	\$9,392.56	\$14,188.33		Exempt	
City of Gig Harbor	Planning/Community Development Director	Community Development Director	\$10,284	\$12,500		Exempt	
City of Lake Forest Park	Planning/Community Development Director	Planning Director	\$8,445	\$11,260		Exempt	
City of Milton	Planning/Community Development Director	Planning Manager	\$6,250	\$9,166		Exempt	
City of Newcastle	Planning/Community Development Director	Community Development Director	\$9,436.41	\$12,127.41		Exempt	
City of North Bend	Planning/Community Development Director	Community Development Director	\$10,500	\$13,500		Non-exempt	
City of Othello	Planning/Community Development Director	Community Development Director	\$7,853.00	\$8,230.31		Exempt	
City of Pacific	Planning/Community Development Director	Community Development Director	\$9,911	\$11,492		Exempt	
City of Port Orchard	Planning/Community Development Director	COMMUNITY DEVELOPMENT MANAGER	\$9,723	\$10,772		Exempt	
City of Snohomish	Planning/Community Development Director	Planning Director	\$10,781.00	\$11,979.00		Exempt	
City of Snoqualmie	Planning/Community Development Director	Community Development Director	\$8,998	\$10,431		Exempt	
City of Sultan	Planning/Community Development Director	Planning Director	\$10,261	\$12,823		Exempt	
City of Sumner	Planning/Community Development Director	Community Development Director	\$9,206	\$11,466		Exempt	
COM DEV DIRECTOR AVERAGE			\$9,206	\$11,466			

2020 COM DEV
 8300 + 170 = 8380
 704500 - 1000 = 694500
 6709 fmv - 89,380/mo

2020 Salary Schedule for Non-Union Employees (other than City Manager) – 2.3% CPI-U

salaried positions, OT exempt, non-union

2020

2021

	STEP A 00-06 mo	STEP B 07-12 mo	STEP C 13-24 mo	STEP D 25-48 mo	STEP E 49-72 mo	STEP F 73-96 mo	STEP G 97+ mo
City Planner	\$ 6,209.14	\$ 6,457.51	\$ 6,715.81	\$ 6,984.44	\$ 7,263.82	\$ 7,554.37	\$ 7,856.55
City Clerk	\$ 5,660.00	\$ 5,892.06	\$ 6,133.63	\$ 6,385.11	\$ 6,646.91	\$ 6,919.43	\$ 7,203.12

8380
8380

\$ 38.75 \$ 40.29



City of Carnation Meeting Calendar and Preliminary Agendas

This list is intended to be used for planning purposes only. Agenda items and dates may change.

9/22/2020 Planning Board

Regular Meeting (cancelled)

Origin: _____ *Staff:* _____ *Firm Date?*

9/23/2020 SVGA

Hosted by the City of Duvall.

Origin: _____ *Staff:* _____ *Firm Date?*

9/28/2020 Parks Board

DISCUSSION 7:00 PM Parks Advisory Board meeting

Origin: _____ *Staff:* _____ *Firm Date?*

10/5/2020 Council Committee: F&O

DISCUSSION

Origin: _____ *Staff:* City Manager *Firm Date?*

10/6/2020 City Council

OTHER BUSINESS

DISCUSSION 2021 Preliminary Budget Proposal/Budget Message

Origin: City Manager *Staff:* City Manager *Firm Date?*

DISCUSSION Amendments to CMC Chapters 15.18 Local Project Approvals and 15.32 Non-Conforming Situations.

Origin: City Manager *Staff:* City Manager *Firm Date?*

DISCUSSION 2018 Washington Building Codes (adoption due before 02/01/2021)

Origin: City Manager *Staff:* City Clerk *Firm Date?*

10/12/2020 Parks Board

DISCUSSION 7:00 PM Parks Advisory Board meeting

Origin: _____ *Staff:* City Planner *Firm Date?*

10/20/2020 City Council

AGENDA BILLS

ORDINANCE Adopting the 2018 Washington State Building Codes. (adoption due before 02/01/2021)

Origin: City Manager *Staff:* City Clerk *Firm Date?*

OTHER BUSINESS

DISCUSSION Continued review of 2021 Proposed Preliminary Budget.

Origin: City Manager *Staff:* City Manager *Firm Date?*

5:30 WORKSHOP

DISCUSSION

Origin: Council of the Whole *Staff:* City Manager *Firm Date?*

10/27/2020 Planning Board

Regular Meeting

Origin: _____ *Staff:* _____ *Firm Date?*

11/2/2020 Council Committee: F&O

DISCUSSION

Origin: _____ *Staff:* _____ *Firm Date?*

11/3/2020 City Council**PUBLIC HEARING**

DISCUSSION 2021 Preliminary Budget & Revenue Sources.

Origin: City Manager*Staff:* City Manager*Firm Date?*

11/9/2020 Parks Board

DISCUSSION 7:00 PM Parks Advisory Board meeting

*Origin:**Staff:* City Planner*Firm Date?*

11/17/2020 City Council**AGENDA BILLS**

ORDINANCE Adopting 2021 Property Tax Levy.

Origin: City Manager*Staff:* City Clerk*Firm Date?*

RESOLUTION Certifying the budget for the 2021 Property Tax Levy.

Origin: City Manager*Staff:* City Clerk*Firm Date?*

RESOLUTION Adopting 2021 Fees, including revised Fire Fees.

Origin: City Manager*Staff:* City Clerk*Firm Date?* **OTHER BUSINESS**

DISCUSSION Review of the 2020 Update to the Carnation Comprehensive Emergency Management Plan. (due in December)

Origin: Public Health & Safety*Staff:* City Manager*Firm Date?* **PUBLIC HEARING**

DISCUSSION 2021 Budget.

Origin: City Manager*Staff:* City Manager*Firm Date?* **5:30 WORKSHOP**

DISCUSSION

Origin: Council of the Whole*Staff:* City Manager*Firm Date?*

11/24/2020 Planning Board

Regular Meeting

*Origin:**Staff:**Firm Date?*

11/25/2020 SVGA

Hosted by the Snoqualmie Tribe.

*Origin:**Staff:**Firm Date?*

12/1/2020 City Council**AGENDA BILLS**

ORDINANCE Amending 2020 Budget.

Origin: City Manager*Staff:* Treasurer*Firm Date?*

ORDINANCE Adopting 2021 Budget.

Origin: City Manager*Staff:* City Manager*Firm Date?*

RESOLUTION Adopting the 2020 Update to the Carnation Comprehensive Emergency Management Plan. (due in December)

Origin: Public Health & Safety*Staff:* City Manager*Firm Date?*

RESOLUTION Approving Terms of Sale for the Old Maintenance Shop.

Origin: City Manager*Staff:* City Manager*Firm Date?*

12/14/2020 Parks Board

DISCUSSION 7:00 PM Parks Advisory Board meeting

*Origin:**Staff:* City Planner*Firm Date?*

12/15/2020 City Council

Regular meeting.

Origin:

Staff:

Firm Date?

**5:30 WORKSHOP
DISCUSSION**

Origin: Council of the Whole

Staff: City Manager

Firm Date?

12/22/2020 Planning Board

Regular meeting.

Origin:

Staff: City Planner

Firm Date?

1/5/2021 City Council

AGENDA BILLS

MOTION

Appointing a member to Planning Board Position 1 with a term expiring in December 2023.

Origin: AB19-28/Section 2.40.010 CMC

Staff:

Firm Date?

ORGANIZATIONAL MEETING

Elect Deputy Mayor, make appointments to Council Committee and Liaisons.

Origin: Rules of Procedure

Staff: City Clerk

Firm Date?

1/11/2021 Parks Board

DISCUSSION

7:00 PM Parks Advisory Board meeting

Origin:

Staff: City Planner

Firm Date?

1/19/2021 City Council

AGENDA BILLS

MOTION

Authorize 2021 Docket for amendments to the Comprehensive Plan and Land Use Code.

Origin: CMC

Staff: City Planner

Firm Date?

5:30 WORKSHOP

Origin:

Staff:

Firm Date?

1/26/2021 Planning Board

NEW BUSINESS

DISCUSSION

2021 Docket for amendments to Comprehensive Plan and Land Use Code.

Origin: 2021 Docket

Staff: City Planner

Firm Date?

DISCUSSION

Proposed amendments to Chapter 15.76 CMC "Screening, Landscaping, and Trees"

Origin: 2020 Docket

Staff: City Planner

Firm Date?

DISCUSSION

Proposed amendments to Chapter 15.48 CMC "Density & Dimensions" related to garage setbacks in MU zone.

Origin: 2020 Docket

Staff: City Planner

Firm Date?

1/27/2021 SVGA

Hosted by the City of Carnation.

Origin:

Staff:

Firm Date?

2/2/2021 City Council

OTHER BUSINESS

DISCUSSION

ILA with King County for District Court Services (expires 12/31/2021)

Origin: City Manager

Staff: City Manager

Firm Date?

2/8/2021 Parks Board

DISCUSSION

7:00 PM Parks Advisory Board meeting

Origin:

Staff: City Planner

Firm Date?

2/16/2021 City Council

AGENDA BILLS

MOTION Approving ILA with King County for District Court Services (expires 12/31/2021)

Origin: City Manager

Staff: City Manager

Firm Date?

5:30 WORKSHOP

Origin:

Staff:

Firm Date?

2/23/2021 Planning Board

UNFINISHED BUSINESS

DISCUSSION Continued review of proposed amendments to Chapter 15.48 CMC "Density & Dimensions" related to garage setbacks in MU zone.

Origin: 2020 Docket

Staff: City Planner

Firm Date?

DISCUSSION 2021 Docket for amendments to Comprehensive Plan and Land Use Code.

Origin: 2021 Docket

Staff: City Planner

Firm Date?

DISCUSSION Continued review of proposed amendments to Chapter 15.76 CMC "Screening, Landscaping, and Trees".

Origin: 2020 Docket

Staff: City Planner

Firm Date?

3/2/2021 City Council

Regular Meeting

Origin:

Staff:

Firm Date?

3/8/2021 Parks Board

DISCUSSION 7:00 PM Parks Advisory Board meeting

Origin:

Staff: City Planner

Firm Date?

3/16/2021 City Council

OTHER BUSINESS

DISCUSSION Review draft 2022 TIP and 2022-2027 STIP

Origin: City Manager

Staff: City Clerk

Firm Date?

5:30 WORKSHOP

Origin:

Staff:

Firm Date?

3/23/2021 Planning Board

PUBLIC HEARING

DISCUSSION Proposed amendments to Land Use Code Chapters 15.48 & 15.76.

Origin: 2020 Docket

Staff: City Planner

Firm Date?

UNFINISHED BUSINESS

DISCUSSION 2021 Docket for amendments to Comprehensive Plan and Land Use Code.

Origin: 2021 Docket

Staff: City Planner

Firm Date?

RECOMMENDATION

MOTION Recommendation to City Council regarding amendments to Land Use Code Chapters 15.48 & 15.76.

Origin: 2020 Docket

Staff:

Firm Date?

3/24/2021 SVGA

Hosted by the City of Snoqualmie.

Origin:

Staff:

Firm Date?

4/6/2021 City Council

PUBLIC HEARING

2022 TIP and 2022-2027 STIP

Origin: City Manager

Staff: City Clerk

Firm Date?

4/12/2021 Parks Board

DISCUSSION 7:00 PM Parks Advisory Board meeting

Origin:

Staff: City Planner

Firm Date?

4/20/2021 City Council

AGENDA BILLS

RESOLUTION Adopt 2022 TIP and 2022-2027 STIP

Origin: City Manager

Staff: City Clerk

Firm Date?

5:30 WORKSHOP

Origin:

Staff:

Firm Date?

4/27/2021 Planning Board

UNFINISHED BUSINESS

DISCUSSION 2021 Docket for amendments to Comprehensive Plan and Land Use Code.

Origin: 2021 Docket

Staff: City Planner

Firm Date?

5/4/2021 City Council

Regular Meeting

Origin:

Staff:

Firm Date?

5/10/2021 Parks Board

DISCUSSION 7:00 PM Parks Advisory Board meeting

Origin:

Staff: City Planner

Firm Date?

5/18/2021 City Council

Regular Meeting

Origin:

Staff:

Firm Date?

5:30 WORKSHOP

Origin:

Staff:

Firm Date?

5/25/2021 Planning Board

PUBLIC HEARING

2021 Docket for amendments to Comprehensive Plan and Land Use Code.

Origin: 2021 Docket

Staff: City Planner

Firm Date?

RECOMMENDATION

MOTION 2021 Docket for amendments to Comprehensive Plan and Land Use Code.

Origin: 2021 Docket

Staff: City Planner

Firm Date?

5/26/2021 SVGA

Hosted by the City of North Bend.

Origin:

Staff:

Firm Date?

6/1/2021 City Council

Regular Meeting

Origin:

Staff:

Firm Date?

6/14/2021 Parks Board

DISCUSSION 7:00 PM Parks Advisory Board meeting

Origin:

Staff: City Planner

Firm Date?

6/15/2021 City Council

Regular Meeting

Origin:

Staff:

Firm Date?

5:30 WORKSHOP

Origin:

Staff:

Firm Date?

6/22/2021 Planning Board

Regular Meeting

Origin:

Staff: City Planner

Firm Date?

9/22/2021 SVGA

Hosted by the City of Duvall.

Origin:

Staff:

Firm Date?

9/6/2022 City Council

OTHER BUSINESS

DISCUSSION

CaTV Tax 5.04.030(F)&(H).

Origin: Ordinance 914

Staff: City Manager

Firm Date?
