

CHAPTER 9 – CAPITAL FACILITIES ELEMENT

I. 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 six-year financing plan for Capital Facilities over the next six years, from 2015 to 2021. 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

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

II. 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 and police consist of a 6700 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 four private offices. City Hall office space is currently at maximum capacity.

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. The City's last update of the Water Comprehensive Plan was approved in July of 2009 by the State of Washington Departments of Health and Ecology and King County. The next update must be approved on or before July 27, 2016.

Provision of water to future development not 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 collection system, and King County provides wastewater treatment at a facility located at 4405 Larson Avenue. The outfall is approximately one

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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. The existing infrastructure is generally in poor to fair condition.

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, signals and surface water drainage facilities. The City street network consists of 5 miles of paved streets, and 1.55 miles of alleys. Approximately 1 mile of the paved street system features sidewalks either on one side or both. The remaining streets have gravel shoulders. A traffic signal was recently completed at the intersection of SR 203 and Entwistle; prior to completion of the signalization project, this intersection had been the City's only failure of its LOS standard. Transportation throughout the rest of 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, Hockert Park, and Loutsis Park.

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.

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The City has adequate park and recreation land to satisfy current demand although some of its park facilities are in poor condition with out of date equipment, and some of its park lands are undeveloped or under developed. 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 Tolt Dam. In 2005, a pedestrian trail was constructed that serves as the evacuation route in the event of a dam failure. In addition to the pedestrian trail, the parcel can also be accessed by vehicles from Tolt Highlands Drive. 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 addition to its function as an evacuation site, Lot 'W' can also be used for limited passive recreation.

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

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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 2014 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**

FACILITY	LOCATION	BUILDING AREA (sf)	PERMANENT STUDENT CAPACITY
Carnation Elementary (K-5)	4950 Tolt Avenue, Carnation	50,567	308
Stillwater Elementary (K-5)	11530 320th Avenue N.E.,	49,588	315
Cherry Valley Elementary (K-5)	26701 N.E. Cherry Valley Road, Duvall	56,252	438
Multi-Age Program (K-5)	29300 NE 150th Street, Duvall	0 (@CHS site)	72
SUBTOTAL (K-5)			1,133
Tolt Middle School (6-8)	3740 Tolt Avenue, Carnation	85,157	750
Cedarcrest High School (9-12)	29000 NE 150 th Street, Duvall	108,946	918
Riverview Learning Center	32240 NE 50th Street, Carnation	14,545	168

Source: Riverview School District 2015 Capital Facilities Plan, Table 4.1

**Table CF-2
Riverview School District Projected School Enrollment, – 2015-16 through 2020-21**

Grade Level	Actual 2014-15	2015-16	2016-7	2017-18	2018-19	2019-20	2020-21
K-5	1,380	1,421	1,437	1,467	1,523	1,582	1,660
6-8	726	707	753	754	765	731	694
9-12	905	940	946	976	961	985	1,022
Total	3,011	3,068	3,136	3,197	3,249	3,298	3,376

Source: Riverview School District 2015 Capital Facilities Plan, Table 5.1.

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There are four elementary schools in the district with a combined permanent capacity for 1,133 students (see Table CF-1 above). Tolt Middle School and Cedarcrest High School serve the entire District. A new facility to serve grades K-5 is being planned in the Duvall area. The District is also planning to augment capacity by using portables at all grade levels.

Financing School Facilities. Voter approved bonds are typically used to fund construction of new schools and other capital improvement projects. In addition, the Riverview School District has an inter-local agreement with the cities of Duvall and Carnation as well as King County for the implementation of a school impact fee. This permits the district to use the impact fee proceeds to partially fund needed Capital Facilities to house and accommodate new students generated by residential development. Capital projects may also be funded through voter approved 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. 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,

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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
- 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 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.

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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 insure 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).

III. FUTURE CAPITAL NEEDS AND ALTERNATIVES

PROJECTION OF CAPITAL FACILITY NEEDS

Public facility needs have been identified in the other Elements of this plan. Through the process of developing this Capital Facilities Element, the other elements have been modified to ensure their financial feasibility. The other plan elements describe the location and capacity of facilities, and analyze the need for increased capacity from 2015 and beyond. The capital improvements needed to satisfy future and existing substandard development and maintain adopted level of service standards are summarized below in Table CF-4. 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, and are subjected to a public hearing. The following criteria may be used to evaluate the priority of various capital projects.

<p><u>Economic Considerations:</u> Potential for Financing Impact on Future Operating Budgets Timeliness of Opportunity Benefit to Economy and Tax Base Grant and or Loan Availability</p> <p><u>Service Considerations:</u> Safety, Health, and Welfare Factors Environmental Impact Effect on Quality of Service</p>	<p><u>Feasibility Considerations:</u> Legal Mandates Community Support</p> <p><u>Concurrency Considerations:</u> Goals and Objectives in Other Elements Linkage to Other Planned Projects Level of Service (LOS) Plans of Other Jurisdictions</p>
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Revenue Sources and Cost Estimates for Projected Needs. Cost estimates in this Element are presented in year of implementation dollars for both the Transportation Plan

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and Parks 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 Facility 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:

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.

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The 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.

Small City Program (SCP): The Washington State Transportation Improvement Board (TIB) administers the Small City Program. Projects are selected based on the condition of the pavement, roadway geometrics and safety.

Transportation Improvement Board (TIB): The state Transportation Improvement Board (TIB) provides funding for projects to alleviate and prevent traffic congestion caused by economic development or growth. Funds are awarded on an 80%/20% local matching basis. Eligible projects should be multi-agency, multi-modal, congestion and economic development related.

Centennial Clean Water Fund: 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.

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.

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.

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.

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.

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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 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.

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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 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

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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.

IV. 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 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 Water Comprehensive Plan approved in 2009 included a Capital Improvements Program for water improvements. In 2012, the City re-evaluated the water Capital Improvements Program and adopted Resolution 373, which adopted a five year program

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for water improvements, for the years 2012 through 2016. Table CF-3 summarizes the Water System Capital Improvements Program adopted by Resolution 373 as updated since 2012. The Update of the Water Comprehensive Plan currently underway and due for approval in 2016 will result in a new Water System Capital Improvements Program. Table CR-3 should be amended to incorporate the water system improvements in the 2016 Water Plan once it is approved.

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**TABLE CF-3
Water System Improvements - 2012 through 2016 per Resolution 373**

Item # (Project Key)	Improvement Description	From	To	Old Pipe Size (inches)	New Pipe Size (inches)	Pipe Length (feet)	Project Budget (2012 Dollars)	Projected Start Year	Benefit	NOTES
1R (Key O3)	Commercial & Residential Meter Replacement						\$5,000	On-going	Meter replacements provide additional revenue to City	
2R (Key O4)	Water Efficiency Investigation						\$3,000	On-going	ID causes of City's extremely high water loss	Includes water use eval, meter eval, Remlinger, Girl Scouts
3R (Key O7)	Base/Wall Map Updates						\$5,000	On-going	Accurate City Records	Should fund each year
4 (Key O10)	Additional Isolation Valves	Various locations					\$30,000	On-going	Ability to shut off parts of water system	Some locations TBD
5 (Key S7)	Steel Pipe Condition Assessment						\$10,000	On-going	Assist in prioritization/timing of steel pipe replacement	Initial assessment of pipe condition to assist in prioritization/timing - actual budget pending
5 (Key R1)	Spilman Avenue Replacement	Entwistle St.	Morrison St.	6	8	1,100	\$380,000	2015	Failing AC main replaced prior to/simultaneous to road project	Design and construct water improvement and road overlay
6 (Key O6)	2016 Water Comprehensive Plan*						\$105,000	2015-2016	Required by DOH every 6 yrs - system planning	Start in 2015, complete in 2016
2012 – 2016 TOTALS							\$626,000			

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SEWER UTILITY FACILITIES

As the City's sewer collection and conveyance system was very recently built, 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

Transportation Improvement Plan

The Transportation Element was updated in 2011 and amended in 2013. The current Comprehensive Plan Update includes new traffic modeling which reflects the proposed land use changes from the 2015 docket request as described above. The twenty year Transportation Improvement Program (TIP) is presented in Table T-5 below. The TIP includes projects that are needed to increase the capacity of the City's arterial roadways in order to accommodate new growth. The City's transportation impact fee is calculated from the cost of implementing the projects listed in the Transportation Improvement Program.

**Table T-5
Proposed Transportation Improvement Plan**

Improvement Project	Implementation Year	Grant Share (75%)	Grant Type	Impact Fees (25%)	Total in 2015 dollars	Total in Year of Implementation dollars
SR-203/Morrison Street Signal	2017	371,250	TIB-SC/STP	123,750	450,000	495,000
Larson Avenue Connector	2018	1,642,200	TIB-SC	547,400	1,955,000	2,189,600
SR-203/Blanche Street Signal	2020	421,875	TIB-SC	140,625	450,000	562,500
Milwaukee Avenue Connector	20239	2,049,894	TIB-SC/STP	683,298	1,952,280	2,733,192
316 th Avenue Connector	2024	2,092,350	TIB-SC/STP	697,450	1,924,000	2,789,800
20-Year Totals		6,577,569		2,192,523	6,731,280	8,770,092

The Six Year Transportation Improvement Program (STIP)

The City is required to update a Six-year Transportation Improvement Program (STIP) and to file the STIP with the State of Washington Secretary of Transportation. The STIP

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must include all transportation projects that the City plans to do within the next six years, including those projects from Table T-5 above that are planned for the six year period, as well as other transportation projects that might not add capacity, but that are also necessary infrastructure improvements. For example, the Tolt Corridor Project will provide many improvements along Tolt Avenue but these are not designed to increase the capacity for cars by providing another lane of traffic. (See the Transportation Element for a more complete description of the Tolt Corridor Project.) New development does not contribute to the costs of improvements that do not increase capacity.

**Table CF-4
Six Year Transportation Plan 2016 - 2021**

(Adopted 6/2/2015)

Project Name	Start Year	Federal Funds (\$)	State Funds (\$)	State fund Code	Local funds	Total Funds
Tolt Corridor: CBD Construction Total	2016	1,000,000	1,000,000 700,000 250,000	WSDOT TIB Other	1,650,000	4,600,000
Spilman Avenue Reconstruction Design Construction Total	2016 2016		27,000 198,000 225,000	SRTS SRTS	3,000 22,000 25,000	30,000 220,000 250,000
East Entwistle pedestrian improvements Design Construction Total	2021 2021		105,000 320,000 425,000	TIB TIB	15,000 45,000 60,000	120,000 365,000 485,000
Tolt Corridor: S. Greenway Design ROW Construction Total	2018 2018 2019	680,000	408,000 25,000 1,792,000 2,225,000	TIB/WSDOT TIB TIB/WSDOT	272,000 25,000 1,792,000 2,089,000	1,360,000 50,000 4,480,000 5,890,000
Signalized intersection SR203/Morrison Street Design Construction Total	2016 2017		63,750 255,000 318,750	TIB TIB	21,250 85,000 106,250	85,000 340,000 425,000
Tolt Corridor: North Greenway Design Construction Total	2020 2021	365,000 480,000 845,000	219,000 960,000 1,179,000	TIB TIB/WSDOT	146,000 960,000 1,106,000	730,000 2,400,000 3,130,000
Tolt Corridor: South Entry Design Construction	2021 2021		266,000 882,000	TIB TIB/WSDOT	114,000 378,000	380,000 1,260,000

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Total			1,148,000		492,000	1,640,000
Tolt Corridor: North Entry						
Design	2021	305,000	183,000	TIB	122,000	610,000
Construction	2021	400,000	800,000	TIB/WSDOT	800,000	2,000,000
Total			983,000		922,000	2,610,000
Larson Avenue Connector						
Design	2021		203,000	Other	22,500	225,000
ROW	2021		180,000	Other	20,000	200,000
Construction	2021		1,148,000	Other	381,000	1,529,500
Total			1,531,000		424,000	1,955,000
NE 40th St Reconstruction						
Design	2021		514,000	TIB	70,000	584,000
Construction	2021		136,000	TIB	15,000	151,000
Total			650,000		85,000	735,000
Tolt Hill Road/SR203 Intersection						
Design	2021		126,000	TIB	54,000	180,000
Construction	2021		399,000	TIB	171,000	570,000
Total			525,000		225,000	750,000
Tolt River Bridge						
Design	2021		308,000	TIB	132,000	440,000
Construction	2021		1,015,000	TIB/WSDOT	435,000	1,450,000
Total			1,323,000		567,000	1,890,000
Local Street improvements						
Design	2016		300,000	Other	300,000	600,000
Construction	2016		700,000	Other	500,000	1,200,000
Total			1,000,000		800,000	1,800,000
TOTALS		4,126,000	13,482,750		8,551,250	26,160,000

A new STIP will be adopted in 2016 that will update the plan for the next six year period beginning in 2017.

Revenue Sources

Carnation has completed several transportation improvements since the last update of the Comprehensive Plan in 2005. Transportation capital projects completed in that time-frame include:

- Pedestrian Improvements on SR203 from the entrance to Valley Memorial Park southward to the frontage of Tolt Middle School. This project was funded by a Surface Transportation Program grant for \$51,000 that administered by the PSRC.
- ADA improvements to install pedestrian bulbs and ADA ramps at the intersections between Morrison and Entwistle Streets. The project was funded through a grant for \$148,000 from the Transportation Improvement Board (TIB).
- Signalization of the SR203/Entwistle intersection including pedestrian crossing.

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This project was funded through a variety of programs and a partnership with the Snoqualmie Tribe. Funding sources included the Bureau of Indian Affairs (BIA), a contribution from the Tribe, and funding from TIB of \$472,000 and an additional \$70,000 from a TIB Highways and Local Programs grant administered by the PSRC. The project was completed in 2013. Total project cost was \$514,000.

- Reconstruction of Blanche Street funded through a \$626,000 TIB grant.
- Reconstruction of Stossel Avenue funded by an \$850,000 TIB grant.
- Pedestrian activated in pavement cross-walk at the intersection of SR203 and Morrison. This was a Safe Routes to School project, which provided \$45,000. A TIB grant for \$25,000 was also awarded which provided for reconstruction of the intersection. These improvements at the SR203/Morrison intersection were completed in 2013.
- The Tolt Avenue Corridor Study was funded by the PSRC Highways and Local Programs Rural Corridors Grant for \$155,000. The project was begun in 2012 and completed in 2013.

Carnation continues to rely on these and similar number grant programs to fund transportation improvements. Capital funding is available through a variety of programs that utilize state and/or federal funds. These programs may provide grants and/or low interest loans. The City must compete for these funding sources, and state revenue shortfalls and state budgeting processes are variables that determine funding levels for these programs. It is not possible to predict funding revenues with certainty.

Each of the funding sources will require some local match, which may vary from 5% up to 20%. For projects that will add capacity to the City's roadway network, local match can be provided by the Transportation Impact Fee (see Table T-5). For non-capacity projects, Real Estate Excise Tax (REET) is a revenue source for the local match.

It should be noted that some of the projects identified in Table T-5 above will be needed only when new development occurs that requires arterial access. For example, the Milwaukee Avenue and 316th Connectors will be necessitated by development in the Potential Annexation Area. The developer will be required to construct these improvements as part of their permit; the cost will be credited to them for the impact fees that would otherwise be imposed. These projects are the exception, however. For most of the City's transportation projects, the City will need to apply for grants. There are several revenue sources and programs that the City will pursue in order to fund transportation projects:

- **Transportation Improvement Board (TIB):** The TIB provides funding for projects that reconstruct or maintain transportation infrastructure. Cities and towns with a population under 5,000, such as the City of Carnation, are eligible for TIB's Small City Programs. 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 City will pursue funding from the SCAP for the signalization of the SR203/Morrison intersection, the Larson Avenue Connector and for the Tolt Corridor CBD construction. Sidewalk projects such as

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the East Entwistle Pedestrian Improvements are a good match for funding through the Small City Sidewalk (SCSP) program of the TIB. 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, as many of Carnation's streets are in poor condition.

- **WSDOT Surface Transportation Program (STP):** WSDOT allocates STP funds to Metropolitan Planning Organizations (MPO's) 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. The City will likely pursue funding for the signalization of the SR203/Morrison intersection from this program.
- **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.
- **Transportation Alternatives (TAP) allocated through the 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, and environmental remediation; recreational trail program projects; and federally funded safe routes to school projects. This 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.
- **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. In addition to past grants for pedestrian improvements to Carnation Elementary and Tolt Middle Schools, the City recently received a grant from the Safe Routes to School program to design and construct pedestrian improvements in Spilman Avenue for access to the Carnation Elementary School. The project is currently in design with construction projected for this fall.

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The Six Year Transportation Plan (STIP) includes many projects that may not actually be realistic within the six year time frame, especially given limitations and uncertainty of funding. Since any project that would potentially require funding through WSDOT and TIB must be listed on the STIP, the list is inclusive of many projects. This allows the City flexibility to respond to changing circumstances or opportunities that may arise.

PARKS FACILITIES

In 2012, an Update of the City's Parks and Recreation Element was undertaken, based on input from the community. The Parks and Recreation Element was amended in 2013 and updated as part of the 2015 Comprehensive Plan Update. The capital improvements plan for parks is found in Table P-5 of the Parks Element which is included below. While the 2015 docket request, if approved, will increase population, there is adequate land capacity in parks that serve city residents. Parks improvements that were identified in the Parks Capital Improvement Plan are expected to adequately serve the population increase.

**Table P-5
Parks Capital Improvements Plan**

	2012 Cost Estimates	Phase 1 2015-2021	Phase 2 2022-2028	Phase 3 2029-2035
Hockert Park				
Replace play structure	\$150,000	\$163,500		
Toddler structure	\$20,000	\$21,800		
New swing set	\$10,000	\$10,900		
New Climbing structure	\$6,000	\$6,540		
Merry go round	\$10,000		\$13,000	
Add a picnic table	\$3,000		\$3,900	
	\$199,000			
Valley Memorial Park				
Re-finish tennis/basketball courts	\$20,000	\$21,800		
Picnic structure	\$64,000	\$69,760		
Looped trail	\$37,500	\$40,875		
Basketball hoop	\$3,000	\$3,270		
Toddler structure	\$20,000	\$21,800		
Reconfigure/pave parking lot 18 spaces	\$40,600		\$52,780	
Skatebowl improvements	\$40,000		\$52,000	
BMX viewing/picnic area	\$4,000	\$4,360		
	\$229,100			
Tolt Commons/Community Shelter				
Picnic tables	\$6,000	\$6,540		
Grills	\$2,000	\$2,180		
Land acquisition between Commons + Shelter	\$56,250	\$61,313		
Land acquisition between Commons + Shelter	\$		\$	
	142,650		185,445	
	\$183,125			
River's Edge Park				
New Fence	\$10,000		\$13,000	

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	2012 Cost Estimates	Phase 1 2015-2021	Phase 2 2022-2028	Phase 3 2029-2035
Other improvements desired by neighborhood	\$50,000		\$65,000	
	\$60,000			
Loutsis Park				
Landscape screen along western boundary	\$15,000	\$16,350		
Fitness course	\$40,000		\$52,000	
Pave parking lot	\$44,000		\$57,200	
	\$99,000		\$109,200	
West Side Park				
Site work	\$10,000		\$13,000	
Fence:	\$12,160		\$15,808	
Play structure(s)	\$50,000		\$65,000	
Picnic table	\$3,000			\$4,440
Grill	\$1,000			\$1,480
Open sided structure	\$16,000			\$23,680
	\$92,160			
Trails system				
Pathway on Entwistle/NE 45th				
Sidewalk on SR203 west side s. of NE 40th	\$20,000	\$21,800		
Work with King County on Tolt Levee Trail				
Work with King County on Snoqualmie River Trail				
Signage	\$50,000	\$54,500		
Bicycle racks 10 in CBD/SC zones	\$12,000	\$13,080		
	\$82,000			
New Mini-parks				
In PAA west of SR203	\$150,000			\$222,000
Northeastern development	\$150,000			\$222,000
	\$300,000			
		Phase 1	Phase 2	Phase 3
Total in 2012 Dollars	\$1,268,160			
Totals	\$1,711,301	\$540,368	\$697,333	\$473,600

SIX YEAR CAPITAL IMPROVEMENTS PLAN

Table CF-5 contains a summary of the City's capital improvements for water, streets and parks over the next six year period, which totals approximately \$28 million dollars. Grants and loans will be used to pay for much of this investment, although the city must carefully plan its resources to have adequate local match. 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 STIP will not be initiated until annexation of Potential Annexation Areas to the north.

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**TABLE CF-5
SIX YEAR CAPITAL IMPROVEMENTS PROGRAM 2016-2021**

Project	Cost Estimate (total over the 6 year period)	Funding Source(s)	Benefit/Need	Total Costs
WATER SYSTEM IMPROVEMENTS				
On-going projects to improve water system management			Annual actions designed to improve water use efficiency and management of the water utility	
Meter replacement	\$30,000	402 Fund		
Water efficiency investigations	\$30,000	402 Fund		
Map updates	\$25,000	402 Fund		
Isolation valves	\$30,000	402 Fund		
Steel pipe condition assessment	\$10,000	402 Fund		
Spilman Avenue AC water pipe Replacement	\$380,000	CDBG, 402 Fund	Replace failing AC water main/Risk reduction	
2016 Water Comp Plan	\$105,000	402 Fund	Regulatory requirement	
Total costs water improvements				\$610,000
TRANSPORTATION IMPROVEMENTS				
Non capacity adding improvements from the Six Year Transportation Improvement Plan (STIP)				
Tolt Corridor: CBD	4,600,000	TIB/WSDOT/other	Economic development/Risk reduction	
Spilman Avenue Reconstruction	250,000	TIB/Safe Routes	Widen and reconstruct poor quality pavement/Pedestrian Safety	
East Entwistle Pedestrian Improvements	485,000	TIB	Risk reduction/pedestrian connectivity	
Tolt Corridor: S Greenway	5,890,000	TIB/WSDOT	Economic Development/Risk Reduction	
Tolt Corridor: N Greenway	3,130,000	TIB/WSDOT	Economic Development/Risk Reduction	
Tolt Corridor: S Entry	1,640,000	TIB/WSDOT	Economic Development/Risk Reduction	
Tolt Corridor: N Entry	2,610,000	TIB/WSDOT	Economic Development/Risk Reduction	
NE 40 th Street Reconstruction	735,000	TIB	Improve access to Tolt McDonald Park	
Tolt Hill Road/SR203 Intersection	750,000	TIB	Improved access/safety	
Local street improvements	1,800,000	TIB Small Cities Preservation Program	Preserve, repair, reconstruct, resurface existing streets	

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Tolt River Bridge	1,890,000	TIB/WSDOT	Economic development	
Total non-capacity transportation				\$23,780,000
Improvements that add capacity (TIP)				
SR203/Morrison St signalization	495,000	TIB-SC, impact fees	SR203 crossing	
Larson Avenue Connector	2,189,600	TIB-SC/STP, impact fees	Connect Entwistle and NE 40th to allow by-pass of SR203, serve industrial development	
SR203/Blanche St signalization	562,500	TIB-SC, impact fees	SR203 crossing	
Total costs transportation improvements				\$3,247,100
PARKS IMPROVEMENTS				
Hockert Park	\$202,740	RCO, impact fees	Replace outdated play equipment	
Valley Memorial Park	\$161,865	RCO, impact fees	Add trail, play equipment for younger kids	
Tolt Commons/Community Shelter	\$70,033	USDA, impact fees	Create town center	
Loutsis Park	\$16,350	RCO, impact fees	Fencing and landscape screening	
Trails system	\$89,380	RCO, impact fees	Improve connectivity, promote walking, biking, horseback riding, etc	
Total costs park improvements				\$540,368
TOTAL				\$28,177,468

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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.

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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.

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- 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.

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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,

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unless capital improvements or a strategy to accommodate the impacts are 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.

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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.