



CITY OF CARNATION

PLANNING BOARD REGULAR MEETING

AGENDA

Planning Board

Nate Johnson
Vito Romano
Ron Lundeen
Salwa Raphael
Bruce McDonald

City Staff:

Bob Jean,
*Interim City
Manager*

Amanda Smeller,
City Planner

Becky Buelna,
*Development &
Permitting
Coordinator*

Mary Madole,
City Clerk

Date: July 28, 2020

Time: 7:00 P.M.

Location: In compliance with the Governor's Emergency Proclamation 20-28, this Planning Board meeting take place entirely online.

Members of the public are invited to visit <https://bit.ly/200728pb> or www.carnationwa.gov/pbagendas for a link to join the online meeting, or to listen by phone call 509.724.0556 or 833.827.2625 (Toll-Free) Conference ID: 785 711 704#

AGENDA ITEMS:

1. Call to Order
2. Roll Call
3. Approval of Minutes:
 - a. June 23, 2020
4. Citizen Comments and Requests: Comments on meeting agenda items or other issues of concern may be provided orally by joining/calling the online meeting, or in writing to clerk@carnationwa.gov. To provide oral public comment, please sign in 30 minutes before the meeting by using the Chat tab in the Teams online meeting interface at <https://bit.ly/200728pb>, or by contacting the City Clerk at clerk@carnationwa.gov or 425-549-0403.
5. Public Hearing on the following proposed ordinances:
 - i. Amendments to CMC Chapter 15.40, Permissible Uses: modifying and revising the Table of Permissible Uses for non-residential uses; amending Section 15.40.020 to review the letter that represents permissible uses.
 - ii. Amendments to CMC Chapter 15.18, Land Use Approvals: adding Sections 15.18.225 and 15.18.410 to adopt standards and procedures for modifications to Site Development Review and Design Review preliminary approvals.
 - iii. Amendments to Title 15 related to adoption of FEMA's updated Flood Insurance Rate Maps (FIRMs) and additional amendments as required by FEMA; amending CMC Chapter 15.64 Part I, Floodways and Floodplains for the purpose of adopting the 2007 FEMA NFIP FIRMs; and

making associated amendments to CMC Chapter 15.08, Basic Definitions.

6. Unfinished Business
 - a. 2020 Docket for amendments to the Development Regulations
 - i. Review of CMC 15.32, Non-Conforming Situations
7. New Business
 - b. 2020 Docket for amendments to the Development Regulations
 - i. Review proposed amendments to Comp Plan Chapters 7 & 9
 - ii. Review of preliminary meeting agenda items
 - iii. Other
 - iv. Adjournment

CITY OF CARNATION

MINUTES OF THE REGULAR PLANNING BOARD MEETING

June 23, 2020

CALL TO ORDER: Chairperson Ron Lundeen called the regular meeting of the Carnation Planning Board to order at 7:07 PM with all attendees participating by audio/videoconference.

ROLL CALL: Chairperson Ron Lundeen, Vice-Chairperson Nate Johnson, Boardmember Salwa Raphael, City Planner Amanda Smeller, Interim City Manager Bob Jean, City Clerk Mary Madole, and Development and Permitting Coordinator Becky Buelna present. Boardmembers Vito Romano and Bruce McDonald were absent.

APPROVAL OF MINUTES: MOTION BY CHAIRPERSON LUNDEEN AND SECOND BY VICE-CHAIRPERSON JOHNSON TO APPROVE THE MINUTES OF THE APRIL 28, 2020 REGULAR MEETING AS PRESENTED. MOTION PASSED UNANIMOUSLY (3-0).

CITY MANAGER MASTER WORK PLAN: Interim City Manager Bob Jean introduced himself and spoke of his experience in helping to form the futures of communities. He referenced the 2020-2021 work plan to accomplish the following city council goals and “extras”; Tolt Corridor Project, economic development, streets and sidewalks, community events, comprehensive plan update including new Parks, Recreation and Open Space Plan (PROS), and new city hall construction. Additional work plan items identified were finance and budget issues, Communications Task Team, major site developments and staff team building.

UNFINISHED BUSINESS: Review of Land Use Approvals, Chapter 15.18 CMC: City Planner Smeller reviewed her memo to the Planning Board dated June 18, 2020 that summarized the changes the Planning Board has made so far based on previous discussions. “Minor modification” criteria have now been defined and has a threshold for when a new design review would be triggered. Discussion took place regarding cumulative impacts of multiple minor modifications needing a time limit but was ultimately approved as presented to move forward to public hearing.

Next Steps for Chapter 15.40 CMC, Table of Permitted Uses: City Planner Smeller presented a final draft of the proposed changes to the Table of Permitted Uses for final review by the Planning Board before the public hearing. Minor modifications to remove some old permitted designations (P) from the table were requested. The Planning Board is ready for public hearing with the minor modifications corrected.

Next Steps for Chapter 15.64 CMC, Floodways and Floodplains, Part I: The proposed amendments to Chapter 15.64 CMC are ready for public hearing and recommendation to the City Council.

Planning Board will hold a remote public hearing July 28, 2020 at 7:00PM.

NEW BUSINESS: Non-Conforming Situations, Chapter 15.32 CMC: City Planner Smeller introduced the topic of non-conforming situations and summarized her memo to the Board dated June 18, 2020 explaining the requested changes to modify time limits for property owners in the case of and changes in circumstance. Discussion took place. Consensus was reached that extensions of the 180-day time limit can be applied for, up to three times.

OTHER: Review of Preliminary Agenda Items: City Clerk Madole reviewed the preliminary agenda calendar with the expected business before the City Council and Planning Board for the remainder of 2020.

CITY OF CARNATION

MINUTES OF THE REGULAR PLANNING BOARD MEETING

June 23, 2020

ADJOURNMENT: There being no further business before the Planning Board, the meeting adjourned by common consent at 8:10 PM.

Approved at the regular meeting of the Carnation Planning Board on July 28, 2020.

PLANNING BOARD CHAIRPERSON, RON LUNDEEN

DEVELOPMENT & PERMITTING COORDINATOR, BECKY BUELNA



CARNATION PLANNING BOARD PUBLIC HEARING

Subject: Amendments to Title 15, including Chapter 15.08, Basic Definitions; Chapter 15.18, Land Use Approvals; Chapter 15.40, Permissible Uses; and Chapter 15.64, Floodways and Floodplains.

Date Submitted: 07/23/2020

Agenda Date: 07/28/2020

Per CMC 1.14.010 and CMC 15.100.040, a Notice of Public Hearing before the Planning Board for consideration of the proposed amendments to the Comprehensive Plan and Land Use Code was published in the Snoqualmie Valley Record on July 10, 2020 and July 17, 2020. An additional Public Hearing regarding the proposed ordinances will be held by the City Council prior to adoption.

The following process is suggested for use in legislative public hearings (format below was abbreviated from Appendix 'A' to Resolution No. 353, City Council Rules of Procedure):

- The Chairperson asks if all persons who wish to be heard at the public hearing have signed-in to speak;
- The Chairperson introduces the agenda item, opens the public hearing.
- The Chairperson 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 Chairperson calls upon the City Planner to describe the matter under consideration *(staff report)*;

- The Chairperson opens the floor to speakers (*public comment*);
- When all speakers who have signed up to speak have finished, the Chairperson calls for additional speakers. When all additional speakers have finished, the Chairperson 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 Chairperson inquires as to whether any Planning Boardmembers have any questions to ask the speakers or administration. If any Planning Boardmember has questions, the appropriate individual will be recalled to the podium.
- Any changes or amendments that are contemplated should be discussed prior to closing the public hearing.
- **The Chairperson closes the public hearing.**
- The Chairperson inquires if there is a motion by the Planning Boardmembers (*A motion should be made for any alterations to the proposed ordinances. Please see example motion language below*).

Example A, motion for alterations to the proposed amendments:

I move to amend Section _____, and add/delete/change the proposed language as follows: (*describe your desired change as completely as possible*). Motion needs a second, and the Chairperson opens the table to discussion. Following discussion, a vote must be held on the motion to amend.

- The Chairperson inquires if there is any further discussion by the Planning Boardmembers.
- The Chairperson inquires if there are any final comments or recommendations from administration.
- The Planning Board discusses their recommendation including their Findings for each topic covered by the Public Hearing, followed by a motion and vote for each recommendation.

OPTIONS FOR RECOMMENDATIONS TO COUNCIL:

Per CMC 15.100.030(D), the Planning Board has four (4) options for its recommendation to the City Council:

1. Approval of the legislative proposal;
2. Approval of the legislative proposal as modified or amended by the Planning Board;
3. Denial of the legislative proposal, or
4. Remand of the proposal with a request for additional information, studies or reports deemed necessary to fully analyze and consider the proposal and its associated impacts.

SUGGESTED MOTIONS TO MAKE RECOMMENDATIONS TO COUNCIL:

I. AMENDMENTS TO CMC CHAPTER 15.40 PERMISSIBLE USES:

OPTION 1: Approval of the legislative proposal

I move to recommend the City Council adopt an ordinance amending CMC Chapter 15.40 (Permissible Uses); modifying and revising the Table of Permissible Uses for non-residential uses; and amending Section 15.40.020 to review the letter that represents permissible uses, based on the following findings and conclusions:

- The Carnation Planning Board has considered the criteria enumerated under Carnation Municipal Code Subsection 15.100.030(E)(2) and has found that the proposed amendments satisfy the requirements therein; and
- The proposed amendments are consistent with the Growth Management Act (Chapter 36.70A RCW); and
- The proposed amendments are consistent with the goals and policies of the Comprehensive Plan; and
- The proposed amendments adequately implement the goals and policies of the Comprehensive Plan; and
- The proposed amendments will have a beneficial effect upon the health, safety and welfare of the city; and
- There are no probable significant adverse environmental impacts that would result from the proposed amendments.

(Motion needs a second..., discussion, then call for the question.)

OPTION 2: Approval of the legislative proposal as modified or amended. *After any desired amendments are made, a motion is required to make the recommendation to the City Council. For this proposal, the Planning Board may use the same suggested language as shown for Option 1 (Approval).*

OPTION 3: Denial of the legislative proposal

I move to recommend the City Council *not* adopt an ordinance amending CMC Chapter 15.40 (Permissible Uses); modifying and revising the Table of Permissible Uses for non-residential uses; and amending Section 15.40.020 to review the letter that represents permissible uses, based on the following findings and conclusions:

- The Carnation Planning Board has considered the criteria enumerated under Carnation Municipal Code Subsection 15.100.030(E)(2) and has found that the proposed amendments do not satisfy the requirements therein; and
- The proposed amendments are *consistent/inconsistent* with the Growth Management Act (Chapter 36.70A RCW); and
- The proposed amendments are *consistent/inconsistent* with the goals and policies of the Comprehensive Plan; and
- The proposed amendments *adequately/do not adequately* implement the goals and policies of the Comprehensive Plan; and

- The proposed amendments *will/will not* have a beneficial effect upon the health, safety and welfare of the city; and
- There *are/are no* probable significant adverse environmental impacts that would result from the proposed amendments.

(Motion needs a second..., discussion, then call for the question.)

OPTION 4: Remand the legislative proposal with a request for additional information

II. AMENDMENTS TO CMC CHAPTER 15.18, LAND USE APPROVALS:

OPTION 1: Approval of the legislative proposal

I move to recommend the City Council adopt an ordinance amending the CMC Chapter 15.18 (Land Use Approvals); adding Sections 15.18.225 and 15.18.410 to adopt standards and procedures for modifications to Site Development Review and Design Review preliminary approvals, based on the following findings and conclusions:

- The Carnation Planning Board has considered the criteria enumerated under Carnation Municipal Code Subsection 15.100.030(E)(2) and has found that the proposed amendments satisfy the requirements therein; and
- The proposed amendments are consistent with the Growth Management Act (Chapter 36.70A RCW); and
- The proposed amendments are consistent with the goals and policies of the Comprehensive Plan; and
- The proposed amendments adequately implement the goals and policies of the Comprehensive Plan; and
- The proposed amendments will have a beneficial effect upon the health, safety and welfare of the city; and
- There are no probable significant adverse environmental impacts that would result from the proposed amendments.

(Motion needs a second..., discussion, then call for the question.)

OPTION 2: Approval of the legislative proposal as modified or amended. *After any desired amendments are made, a motion is required to make the recommendation to the City Council. For this proposal, the Planning Board may use the same suggested language as shown for Option 1 (Approval).*

OPTION 3: Denial of the legislative proposal

I move to recommend the City Council *not* adopt an ordinance amending the CMC Chapter 15.18 (Land Use Approvals); adding Sections 15.18.225 and 15.18.410 to adopt standards and procedures for modifications to Site Development Review and Design Review preliminary approvals, based on the following findings and conclusions:

- The Carnation Planning Board has considered the criteria enumerated under Carnation Municipal Code Subsection 15.100.030(E)(2) and has found that the proposed amendments do not satisfy the requirements therein; and

- The proposed amendments are *consistent/inconsistent* with the Growth Management Act (Chapter 36.70A RCW); and
- The proposed amendments are *consistent/inconsistent* with the goals and policies of the Comprehensive Plan; and
- The proposed amendments *adequately/do not adequately* implement the goals and policies of the Comprehensive Plan; and
- The proposed amendments *will/will not* have a beneficial effect upon the health, safety and welfare of the city; and
- There *are/are no* probable significant adverse environmental impacts that would result from the proposed amendments.

(Motion needs a second..., discussion, then call for the question.)

OPTION 4: Remand the legislative proposal with a request for additional information

III. AMENDMENT TO TITLE 15 RELATED TO ADOPTION OF FEMA'S FLOOD INSURANCE RATE MAPS (FIRMS):

OPTION 1: Approval of the legislative proposal

I move to recommend the City Council adopt an ordinance amending Title 15 related to adoption of FEMA's updated Flood Insurance Rate Maps (FIRMs) and additional amendments as required by FEMA; amending CMC Chapter 15.64, Part I, Floodways and Floodplains for the purpose of adopting the 2007 FEMA NFIP FIRMs; and making associated amendments to CMC Chapter 15.08, Basic Definitions, based on the following findings and conclusions:

- The Carnation Planning Board has considered the criteria enumerated under Carnation Municipal Code Subsection 15.100.030(E)(2) and has found that the proposed amendments satisfy the requirements therein; and
- The proposed amendments are consistent with the Growth Management Act (Chapter 36.70A RCW); and
- The proposed amendments are consistent with the goals and policies of the Comprehensive Plan; and
- The proposed amendments adequately implement the goals and policies of the Comprehensive Plan; and
- The proposed amendments will have a beneficial effect upon the health, safety and welfare of the city; and
- There are no probable significant adverse environmental impacts that would result from the proposed amendments.

(Motion needs a second..., discussion, then call for the question.)

OPTION 2: Approval of the legislative proposal as modified or amended. *After any desired amendments are made, a motion is required to make the recommendation to the City Council. For this proposal, the Planning Board may use the same suggested language as shown for Option 1 (Approval).*

OPTION 3: Denial of the legislative proposal

I move to recommend the City Council *not* adopt an ordinance amending Title 15 related to adoption of FEMA's updated Flood Insurance Rate Maps (FIRMs) and additional amendments as required by FEMA; amending CMC Chapter 15.64, Part I, Floodways and Floodplains for the purpose of adopting the 2007 FEMA NFIP FIRMs; and making associated amendments to CMC Chapter 15.08, Basic Definitions, based on the following findings and conclusions

- The Carnation Planning Board has considered the criteria enumerated under Carnation Municipal Code Subsection 15.100.030(E)(2) and has found that the proposed amendments do not satisfy the requirements therein; and
- The proposed amendments are *consistent/inconsistent* with the Growth Management Act (Chapter 36.70A RCW); and
- The proposed amendments are *consistent/inconsistent* with the goals and policies of the Comprehensive Plan; and
- The proposed amendments *adequately/do not adequately* implement the goals and policies of the Comprehensive Plan; and
- The proposed amendments *will/will not* have a beneficial effect upon the health, safety and welfare of the city; and
- There *are/are no* probable significant adverse environmental impacts that would result from the proposed amendments.

(Motion needs a second..., discussion, then call for the question.)

OPTION 4: Remand the legislative proposal with a request for additional information



Date: July 23, 2020
To: City of Carnation Planning Board
From: Amanda Smeller, City Planner
Re: Recommendation to the Planning Board in consideration of amendments to CMC Chapter 15.40, Permissible Uses

Summary of Proposed Amendments:

This amendment is to modify and revise the Table of Permissible Uses for non-residential uses and to amend Section 15.40.020 to change the designated letter that reflects a permissible use.

City Council authorized staff to review the standards applicable to non-residential permissible uses and placed the item on the 2019 docket of land use code amendments. This item was carried over onto the 2020 docket of land use code amendments for completion.

A final Planning Board workshop on this matter was held during a regular meeting on June 23, 2020, where a final review with the Planning Board was conducted in preparation for the public hearing.

Now before the Planning Board for public review and participation are proposed amendments to the non-permissible uses that should satisfy the direction of the City Council.

SEPA: This procedural action is not categorically exempt pursuant to WAC 197-11 and a SEPA Determination of Non-Significance has been issued for this matter.

Findings:

These proposed amendments meet with the criteria set forth in CMC 15.100.030(E)(2), as follows:

- a. Consistency with the Growth Management Act (RCW 36.70A):

The proposed amendments modify and revise the Table of Permissible Uses in relation to non-residential uses and amend Section 15.40.020 to change the designated letter than reflects a permissible use. These changes will not

introduce additional limitations to the uses established for the underlying zones, will not limit or discourage the efficient use of property subject to the proposed changes, and will not reduce the permissible uses established under the current zoning provisions in the Carnation Municipal Code.

- b. Consistency with existing goals and polices of the comprehensive plan.

The proposed amendments are intended to revise and simplify the permissible use table for non-residential uses which will further ensure that development occurs in a manner that is consistent with the goals and policies established for the land use designations and review procedures in the Comprehensive Plan.

- c. Whether the proposed adequately implements the goals and policies of the comprehensive plan.

The proposed amendments to CMC Title 15 as described herein will not adversely impact the implementation of the goals and policies of the Comprehensive Plan. It is intended that the proposed amendments to the permissible use table for non-residential uses will further the implementation of the goals and policies of the Comprehensive Plan.

- d. The cumulative impact of the proposed amendment upon the health, safety, and welfare of the City;

The proposed amendments would not have a cumulative adverse impact on the health, safety, or welfare of the city as adequate regulations are provided to prevent such harm from subsequent proposals.

- e. The probable significant adverse environmental impacts of the proposal, if any.

The proposed amendments will not create a potential for adverse environmental impacts.

Staff Recommendation:

Approval

NAIC	NON-RESIDENTIAL USES	R2.5	R3 R4 R6	RMHP	R12	R24	CBD	HC	SC	MU	AGI	LI/M	PR
11	Agriculture, Forestry, Fishing and Hunting												
111	Crop Production							Y			Y		
113	Forestry and Logging	C											
115	Support Activities for Agriculture and Forestry										Y		
Prohibited Agriculture/Forestry Uses in all zones: Animal production, Pasture													
22	Utilities												
2211	Electric Power Transmission, Control, and Distribution											Y	
2213	Water Supply and Irrigation Systems Sewage Treatment Facilities											C	
23	Construction												
	Offices for contractors of all construction trades						Y ^{16, 18}			Y ^{16, 18}	Y	Y	
31-33	Manufacturing												
311 312	Food Manufacturing Beverage and Tobacco Product Manufacturing										Y	Y	
313 314 315	Textile Mills Textile Product Mills Apparel Manufacturing											Y	
321	Wood Product Manufacturing											Y	
322	Paper Manufacturing											Y	
323	Printing and Related Support Activities											Y	

NAIC	NON-RESIDENTIAL USES	R2.5	R3 R4 R6	RMHP	R12	R24	CBD	HC	SC	MU	AGI	LI/M	PR
327	Nonmetallic Mineral Product Manufacturing											Y	
332	Fabricated Metal Product Manufacturing											Y	
334 332	Computer and Electronic Producing Manufacturing Electrical Equipment, Appliance, and Component Manufacturing											Y	
NAIC	NON-RESIDENTIAL USES	R2.5	R3 R4 R6	RMHP	R12	R24	CBD	HC	SC	MU	AGI	LI/M	PR
335	Electrical Equipment, Appliance, and Component Manufacturing											Y	
336	Transportation Equipment Manufacturing											Y	
337	Furniture and Related Product Manufacturing											Y	
339	Miscellaneous Manufacturing						Y	Y	Y	Y		Y	

<p>Prohibited Manufacturing in All Zones: Leather and Allied Product Manufacturing Aerospace Product and Parks Manufacturing Railroad Rolling Stock Manufacturing Petroleum and Coal Products Manufacturing Chemical Manufacturing</p>	<p>Plastics and Rubber Products Manufacturing Primary Metal Manufacturing Boiler, Tank, and Shipping Container Manufacturing Spring and Wire Manufacturing Machinery Manufacturing</p>
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NAICS	NON-RESIDENTIAL USES	R2.5	R3 R4 R6	RMHP	R12	R24	CBD	HC	SC	MU	AGI	LI/M	PR
42	Merchant/Wholesale Trade												
423	Merchant Wholesales, Durable Goods										Y	Y ¹⁰	
424	Nondurable goods										Y	Y ¹⁰	
425	Wholesale electronic markets, agents, and brokers										N	Y	
44-45	Retail Trade												
441	Motor Vehicle and Parts Dealers										Y	Y ¹⁰	
442	Furniture and Home Furnishings Stores						Y ¹⁰		Y ¹⁰	Y	Y		
443	Electronics and Appliance stores						Y		Y	Y			
444	Building Materials and Garden Equipment and Supplies Dealers							Y	Y ^{10, 29}	Y ¹⁰	Y	Y	
445	Food and Beverage Stores						Y		Y	Y ¹⁴	Y		
446	Health and Personal Care Stores						Y		Y	Y ¹⁴	Y		
447	Gasoline Stations						Y		Y				
448	Clothing and Clothing Accessories Stores						Y		Y	Y ¹⁴	Y		
451	Sporting Goods, Hobby, Book, and Music Stores						Y		Y	Y ¹⁴	Y		
452	General Merchandise Stores						Y		Y ¹⁵	Y			
453	Miscellaneous Store Retailers						Y	Y	Y	Y ¹⁴	Y		
454	Nonstore Retailers						C ^{16, 18}				Y	Y	
Prohibited Retail Trade Uses in all zones: Motor vehicle and parts dealers, Home centers													

NAICS	NON-RESIDENTIAL USES	R2.5	R3 R4 R6	RMHP	R12	R24	CBD	HC	SC	MU	AGI	LI/M	PR
48-49	Transportation and Warehousing												
481	Air Transportation											C	
484	Truck Transportation										Y	Y	
485	Transit and Ground Passenger Transportation											Y	
487	Scenic and Sightseeing Transportation						Y ¹⁶		Y ¹⁶	Y ^{14, 16}	Y ¹⁶	Y	
488	Support Activities for Transportation											Y	
491	Postal Service								Y	Y			
492	Couriers and Messengers						Y ¹⁶		Y ¹⁶			Y	
493	Warehousing and Storage									Y ^{10, 18}	Y	Y	
Prohibited Transportation and Warehousing Uses in all zones: Rail transportation, Water Transportation, Pipeline Transportation													
51	Information												
511	Publishing Industries (except internet)						Y ¹⁸			Y ¹⁴	Y	Y	
512	Motion Picture and Sound Recording Industries						Y ^{16, 18}			Y ¹⁴	Y	Y	
512131	Motion Picture Theaters (except drive-ins)						Y		Y	S ¹⁴			
515	Broadcasting (except internet)						C			C	C ²³	C	
515	Broadcasting (except internet) studio only – no on-site WCF that requires a CUP per CMC 15.98						Y			Y	Y		
516	Internet Publishing and Broadcasting						Y ^{16, 18}			Y ¹⁴	Y		

NAICS	NON-RESIDENTIAL USES	R2.5	R3 R4 R6	RMHP	R12	R24	CBD	HC	SC	MU	AGI	LI/M	PR
517	Telecommunications									Y ^{14, 16}	C ²³	C ²³	
517312	Wireless Telecommunications Carriers (except satellite)						C ²³	C ²³	C ²³	C ²³	C ²³	C ²³	C ²³
518	Internet Service Providers, Web Search Portals, and Data Processing Services						YP ^{16, 18}			Y ^{14, 16}	Y		
519	Other Information Services						YP			Y ¹⁴	Y		
51920	Libraries												
52	Finance and Insurance												
522	Credit Intermediation and Related Activities						Y		Y	Y			
524	Insurance Carriers and related activities						Y		Y	Y			
53	Real Estate and Rental and Leasing												
531	Real Estate						Y			Y ¹⁴	Y		
53113	Self-Storage										Y	Y	
532	Rental and Leasing Services										Y	Y	
5322	Consumer Goods Rental						Y		Y	Y ¹⁴	Y		
54	Professional, Technical, and Scientific Services												
541	Professional, Technical, and Scientific services						Y ¹⁸			Y ¹⁴	Y		
5417	Scientific design and research						C ¹⁸			C ¹⁴			
							Y ^{16, 18}			Y ^{14, 16}			
54194	Veterinary services							Y	Y	C ¹⁴	Y		

NAICS	NON-RESIDENTIAL USES	R2.5	R3 R4 R6	RMHP	R12	R24	CBD	HC	SC	MU	AGI	LI/M	PR
56	Administrative and Support and Waste Management and Remediation Services												
5611	Office administrative services						Y ¹⁸			Y ¹⁴	Y		
5614	Business support services												
5612	Facilities Support Services										Y	Y	
5613	Employment Services						Y ¹⁸		Y	Y ¹⁴	Y		
561431	Private Mail Centers (including copy shops)						Y		Y	Y ¹⁴	Y		
56144	Collection agencies						Y ¹⁸			Y ¹⁴	Y		
56145	Credit Bureaus												
561491	Repossession services						Y ^{16, 18}			Y ^{14, 16}			
561499	Other business support services						Y ¹⁸			Y ¹⁴			
5615	Travel arrangement and reservation services						Y		Y	Y ¹⁴			
5616	Investigation and security services						Y ^{16, 18}			Y ^{14, 16}		Y	
561622	Locksmiths						Y		Y	Y ¹⁴			
56171	Exterminating and pest control services						Y ^{16, 18}			Y ^{14, 16}	Y	Y	
56173	Landscaping services						Y ^{16, 18}	Y		Y ¹⁴	Y	Y	
56174	Carpet and upholstery cleaning services						Y ^{16, 18}			Y ¹⁴		Y	
56191	Packaging and labeling services										Y	Y	
56192	Convention and trade show organizers						Y ¹⁸			Y ¹⁴	Y	Y	
562	Waste Management and Remediation Services						Y ^{16, 18}			Y			

NAICS	NON-RESIDENTIAL USES	R2.5	R3 R4 R6	RMHP	R12	R24	CBD	HC	SC	MU	AGI	LI/M	PR
61	Educational Services												
6111	Preschool, and elementary, schools	N	Y	N	N	N	N	N	N	Y ^{14, 19}	Y	N	N
6111	Secondary schools												
6112	Junior Colleges	N	N	N	N	N	N	N	N	N	N	N	N
6113	Colleges, universities, professional schools									Y ¹⁴			
6114	Business schools and computer and management training									C ^{14, 19}			
6115	Technical and trade schools									C ^{14, 19}			
61161	Arts & Crafts Schools/Studios						Y ¹⁹		Y	C ^{14, 19}	Y		
61162	Sports and Recreation Instruction						Y ¹⁹			Y ^{14, 19}	Y	Y	
61163 611691 6117	Language schools Exam prep and tutoring Education support services						Y			Y ¹⁴			
611692	Automobile driving schools						Y ^{16, 18}			Y ¹⁴			
	State education facilities								C ³⁵	C ³⁵			
62	Health Care and Social Assistance												
621	Offices of Physicians, Dentists, and Other Healthcare Practitioners						Y		Y	Y ¹⁴			
62141	Family Planning Centers						Y		Y	Y ¹⁴			
62142	Outpatient Mental Health and Substance Abuse Centers						Y		Y	Y ^{14, 19}			
62149	Other Outpatient Care Centers								Y				

NAICS	NON-RESIDENTIAL USES	R2.5	R3 R4 R6	RMHP	R12	R24	CBD	HC	SC	MU	AGI	LI/M	PR
6215	Medical and Diagnostic Laboratories						Y ¹⁸		Y	Y		Y	
6216	Home Health Care Services						Y ^{16, 18}			Y ^{14, 19}	Y		
62191	Ambulance Services											Y	
623	Nursing and residential care facilities	C ¹⁵	C ¹⁵			C				C ¹⁵			
6241	Social assistance, nonresidential						Y			Y			
6242	Social assistance, including shelter						C ^{16, 18}			C ¹⁴			
6244	Child Day Care Services								Y	Y ¹⁴	Y		
	In-patient facilities including substance abuse facilities, mental health facilities, group homes									C ³⁵			
Prohibited Health Care and Social Assistance uses in all zones: Hospitals, All Other Ambulatory Care Services (not listed above)													
71	Arts, Entertainment, Recreation												
711	Performing Arts, Spectator Sports, and related industries										Y		
7111	Performing arts companies						Y	Y	Y	Y ¹⁴	Y		S
7112	Spectator sports, including sports teams and clubs										Y		S
711212	Racetracks											C	
7113 7114	Promoters, Agents, Managers						Y ¹⁸			Y	Y		
7115	Independent artists, writers, and performers						Y ⁹			Y ¹⁴	Y	Y	
712	Museums, historical sites, and similar institutions						Y	Y		Y ¹⁴	Y		S

NAICS	NON-RESIDENTIAL USES	R2.5	R3 R4 R6	RMHP	R12	R24	CBD	HC	SC	MU	AGI	LI/M	PR
712130	Botanical Gardens								Y			Y	
71311	Amusement and theme parks							C			Y		
71312	Amusement arcades						Y		Y		Y		
7132	Gambling industries										Y		
71394	Fitness and recreational sports centers						Y ^{19, 26}		Y ¹⁵	Y ^{14, 19}	Y	Y	
71395	Bowling centers								Y			Y	
71399	Horseback riding stables, recreational							S			Y		
*	Adult entertainment establishments											Y ²⁴	
72	Accommodation and Food Services												
72111	Hotels (except casino hotels) and motels						Y		Y		Y		
721191	Bed and Breakfast Inns	S ^{32, 33, 34}	S ^{32, 33, 34}				S ³²	Y ³²		Y ³²	Y ³²		
7212	Recreational vehicle parks and recreational camps										Y		S
7213	Rooming and boarding houses	C	C							C			
7221	Full-service restaurants						Y	Y	Y	Y ¹⁴	Y	Y	
	Drive thru espresso stands						S ²⁵		S ²⁵	S ²⁵	Y	S ²⁵	
722310	Food service Contractors/caterers						Y ²²			Y	Y	Y	
72233	Mobile food services						Y ^{37, 38}	Y	Y	Y	Y	Y	
7224	Drinking places (alcoholic beverages)						Y	S ²²	Y	Y ¹⁴	Y		

NAICS	NON-RESIDENTIAL USES	R2.5	R3 R4 R6	RMHP	R12	R24	CBD	HC	SC	MU	AGI	LI/M	PR
81	Other Services (Except Public Administration)												
8111	Automotive Repair and Maintenance						C ^{10, 20}		Y ^{10, 20}	C ^{10, 20}		Y	
811211 811212	Consumer electronics repair and maintenance Computer and office repair and maintenance						Y ^{16, 18}			Y ^{14, 16}	Y	Y	
811213 8113	Communication Equipment repair and Maintenance Commercial and Industrial Machinery and Equipment (except Automotive and Electronic) repair and maintenance										Y	Y	
8114 81143	Personal and Household Goods Repair and Maintenance Footwear and leather goods repair						Y ^{16, 18}			Y ^{14, 16}		Y	
811490	Bicycle, jewelry, watches, musical instruments repair, clothing alterations						Y ¹⁰			Y ^{10, 14}			
8121	Personal care services						Y		Y	Y ¹⁴		Y	
81221	Funeral homes and funeral services									Y			
8123	Dry cleaning and laundry services								Y	Y			
812332	Industrial launderers											Y	

NAICS	NON-RESIDENTIAL USES	R2.5	R3 R4 R6	RMHP	R12	R24	CBD	HC	SC	MU	AGI	LI/M	PR
81291 812910	Pet daycare and boarding Pet grooming and training services									C ²⁸	Y ²⁸	Y ²⁸	
81292	Photofinishing						Y		Y	Y ¹⁴			
81293	Parking lots and garages						Y ²⁷		Y ²⁷				
813	Religious, grantmaking, civic, professional, and similar organizations	C ¹⁵	C ¹⁵				Y ^{16, 18}			Y ^{14,15}	Y		
92	Public Administration												
921	Executive, Legislative, and Other General Government Support						Y			Y ¹⁴			
922	Justice, Public Order, Safety Activities												
92214	Correctional Institutions, state and local						Y						
92216	Fire Protection				Y								
	Licensing services								Y	Y ¹⁴			
	Secure community transition facilities											C ^{35, 36}	
	Cannabis and/or marijuana-related uses as defined by Chapter 15.110 CMC												
	Marijuana Producers, state licensed Marijuana Processors, state licensed Marijuana Retailers, state licensed							Y ³¹					
Prohibited Cannabis/Marijuana Uses in all zones: Collective gardens													

15.40.020 - Use of the designations YP, S, and C in table of permissible uses.

Subject to Section 15.40.030, when used in connection with a particular use in the Table of Permissible Uses (Section 15.40.010), the letter "YP" means that the use is permissible in the indicated zone. The letter "S" means a special use permit must be obtained from the city planner, and the letter "C" means a conditional use permit must be obtained from the hearing examiner, both of which are subject to the criteria and requirements of CMC Section 15.16.13015.18.040. If neither a YP, S, nor C is indicated for a particular use in the Table of Permissible Uses, the use is prohibited in that zoning district.



Date: July 23, 2020
To: City of Carnation Planning Board
From: Amanda Smeller, City Planner
Re: Recommendation to the Planning Board in consideration of amendments to CMC Chapter 15.18, Land Use Approvals

Summary of Proposed Amendments:

This amendment is to add language into CMC Chapter 15.18 regarding modifications to approved Site Development Reviews and Design Reviews. The amendments add sections CMC 15.18.225 and CMC 15.18.410.

City Council authorized staff to review the standards applicable to modifications of approved Site Development Reviews and Design Reviews and placed the item on the 2020 docket of land use code amendments.

A final Planning Board workshop on this matter was held during a regular meeting on June 23, 2020, where a final review with the Planning Board was conducted in preparation for the public hearing.

Now before the Planning Board for public review and participation are proposed amendments to the development regulations applicable to modifications to approved Site Development Reviews and Design Reviews that should satisfy the direction of the City Council.

SEPA: This procedural action is not categorically exempt pursuant to WAC 197-11 and a SEPA Determination of Non-Significance has been issued for this matter.

Findings:

These proposed amendments meet with the criteria set forth in CMC 15.100.030(E)(2), as follows:

- a. Consistency with the Growth Management Act (RCW 36.70A):

The proposed amendments would establish a procedure for reviewing and approving modified Site Development Reviews and Design Reviews. These changes will have no other impacts or limitations on Site Development Review

and Design Review procedures.

- b. Consistency with existing goals and polices of the comprehensive plan.

The proposed amendments are intended to establish standards that will further ensure that development occurs in a manner that is consistent with the goals and policies established for the land use designations and review procedures in the Comprehensive Plan.

- c. Whether the proposed adequately implements the goals and policies of the comprehensive plan.

The proposed amendments to CMC Title 15 as described herein will not adversely impact the implementation of the goals and policies of the Comprehensive Plan. It is intended that the proposed amendments to the regulations applicable to modifying approved Site Development Reviews and Design Reviews will further the implementation of the goals and policies of the Comprehensive Plan.

- d. The cumulative impact of the proposed amendment upon the health, safety, and welfare of the City;

The proposed amendments would not have a cumulative adverse impact on the health, safety, or welfare of the city as adequate regulations are provided to prevent such harm from subsequent proposals.

- e. The probable significant adverse environmental impacts of the proposal, if any.

The proposed amendments will not create a potential for adverse environmental impacts.

Staff Recommendation:

Approval

Part III. - Site Development Review

15.18.150 - Purpose.

The purpose of site development review is to establish a permit process to review the conceptual plan for the development of property for residential (other than single detached), recreational/cultural, general services, business services, retail, manufacturing, and regional land uses where a division of property is not proposed under this title. Site development review precedes approval of a building permit or other construction permits, in order to ascertain that the general lay out of the development will conform to the requirements of this title, including but not limited to dimensional standards, streets and sidewalks, parking, landscaping and protection of critical areas.

(Ord. 748 § 2 (Exh. A) (part), 2008)

15.18.160 - Applicability.

A. Site Development Review.

1. Applicability: Site development review shall be required for any of the following:
 - a. New construction of four thousand or more square feet, excluding single-family dwellings.
 - b. Expansions involving the addition of four thousand square feet or more to an existing building or structure, except: (i) where the size of the addition is equal to fifteen percent or less of the building or structure's existing gross floor area, and (ii) expansions to single-family dwellings.
 - c. Any multi-family building that will create five or more new dwelling units, regardless of size.
2. Site development review permits shall be a Type 2 permit.

B. Minor Site Development Review.

1. Applicability: Minor site development review shall be required for any of the following:
 - a. Any new construction of less than four thousand square feet for which a building permit is required, excluding single-family dwellings.
 - b. Any multi-family building that will create four or less new dwelling units, regardless of size.
 - c. Reconfiguration of a parking area, means of ingress or egress or site circulation, regardless of whether a building permit is required, unless the small size of the proposed use or other factor(s) justify a waiver in the sole discretion of the city planner.
2. A minor site development review shall be a Type 1 permit.
3. A minor site development review shall meet all of the approval criteria set forth in this chapter.
4. Applicants may not utilize successive minor site development review permits to avoid the threshold requirements for undergoing regular site development review pursuant to subsection (A). Where a minor site development review permit has been issued for a site, any additional minor site development review requested

during the following two years shall be processed as a regular site development review permit in accordance with subsection (A).

- C. The site that is being reviewed pursuant to this chapter shall consist of all lots accommodating the development project.

(Ord. 748 § 2 (Exh. A) (part), 2008)

(Ord. No. 807, § 2(Exh. A), 2-7-2012)

15.18.170 - Administration.

The city planner is authorized to develop and adopt administrative rules and regulations for the purpose of implementing and enforcing the provisions and requirements of this part.

(Ord. 748 § 2 (Exh. A) (part), 2008)

15.18.180.1 - Complete application.

- A. Applications shall be on forms prescribed by the city planner and shall include such information as deemed necessary to establish compliance with this section.
- B. Applications for development plans shall be signed by all property owners or their authorized agents, with supporting documents as required below and which contain sufficient information to determine compliance with adopted rules and regulations including, but not limited to, Chapter 43.21C RCW; SEPA as implemented by Chapter 197-11 WAC; CMC Title 12, Streets, Sidewalks and Public Places; CMC Title 13, Public Services; Chapter 14.04 CMC, Environmental Policy Act; CMC Title 15, Zoning; city comprehensive plan; utility comprehensive plans; the city of Carnation street and storm sewer system standards, water and sewer standards and administrative rules adopted to implement any such code or ordinance provisions.
- C. The proposed development plan shall be prepared by a professional land surveyor or engineer licensed in the state of Washington. The proposed site development plan shall include:
 - 1. The location, layout and size of all proposed improvements, including buildings, parking, etc.;
 - 2. Proposed and existing structures including elevations and floor plans as known (plans which show building envelopes rather than footprints must include postconstruction treatment of unoccupied areas of the building envelopes);
 - 3. The legal description of the lot(s);
 - 4. The name and address of the developer;
 - 5. The name, address and seal of the registered engineer or land surveyor;
 - 6. The scale, date and northpoint;
 - 7. The building setback lines for all lots;
 - 8. All proposed and existing uses, zoning and property boundaries within one hundred feet of any boundary of the site;
 - 9. The location and identification of critical areas within five hundred feet of any boundary of the site;
 - 10. The location, widths and names of all existing or prior platted streets, public ways, utility rights-of-way, parks and other recreation spaces within or adjacent to the site;
 - 11. The location and size of utility trunks serving the site;
 - 12. The location and size of water bodies and drainage features, both natural and manmade, within five hundred feet of any boundary of the site;

13. Stormwater management plans as required by the adopted DOE Stormwater Management Manual in accordance with CMC Section 15.64.230;
 14. The location of any significant trees or significant stands of trees as defined by Chapter 15.08 CMC;
 15. A conceptual grading plan showing proposed clearing and existing and proposed topography, detailed to five-foot contours, unless smaller contours are otherwise requested;
 16. A layout of sewers and proposed water distribution system;
 17. The layout of streets, their names and widths of easements. The names of the streets shall conform to the names of corresponding streets and to the general system of naming used by the city;
 18. A complete environmental checklist, if the proposed action is not exempt from SEPA per Chapter 14.04 CMC;
 19. Certificates of water and sewer availability;
 20. Copies of all easements, deed restrictions or other encumbrances restricting the use of the subject property;
 21. A list of all property owners within three hundred feet of any boundary of the site;
 22. A copy of the most current assessor's map obtained from the King County department of assessments;
 23. Documentation of the date and method of segregation for the subject property verifying that the lot or lots were not created in violation of the short subdivision or subdivision laws in effect at the time of creation;
 24. A phasing plan and time schedule, if the site is intended to be developed in phases or if all building permits will not be submitted within three years;
 25. A list of any other development permits or permit applications having been filed for the site;
 26. Payment of any application fees and development deposits established by city council resolution.
- D. The city planner may waive specific submittal requirements determined to be reasonably unnecessary for the evaluation of the permit in light of relevant factors and circumstances including but not necessarily limited to the size, complexity and/or location of the proposed binding site plan.
(Ord. 748 § 2 (Exh. A) (part), 2008)

15.18.190 - Additional requirements.

The city planner may require the submittal of additional information, including but not limited to soil and geological studies, wetland assessments, or traffic studies, prior to processing a site development review application if it is determined that such information is necessary for the accurate review of such applications. The city planner may also set reasonable deadlines for the supplemental submittal of such information if it is found to be necessary subsequent to the initial application submittal. Failure to meet such deadlines shall cause the application to be deemed withdrawn, and plans or other data previously submitted for review may thereafter be returned to the applicant together with any unexpended portion of the application review fee. In no case shall an application be processed until it is complete in terms of the type or amount of information necessary for accurate review.

(Ord. 748 § 2 (Exh. A) (part), 2008)

15.18.200 - Material errors.

Applications found to contain and be based on material errors shall be deemed withdrawn and subsequent resubmittals shall be treated as new applications.
(Ord. 748 § 2 (Exh. A) (part), 2008)

15.18.210 - Reserved.

15.18.220.1 - Decision.

- A. A written record of decision shall be prepared in each case. The record may be in the form of a staff report or other written document and shall indicate whether the application is approved, approved with conditions or denied. The city planner's decision shall include any reasonable conditions to ensure consistency with the city's development regulations based upon, but not limited to, the following:
1. Conformance of the proposed site development plan with any conditions on a portion of the site, and with any applicable codes and ordinances of the state of Washington and the city;
 2. A finding that the site plan makes appropriate provisions for, but not limited to, the public health, safety, and general welfare related to dedication of rights-of-way or recreation space, and tracts, easements, or limitations which may be proposed or required for utilities, access, drainage controls, sanitation and water supply;
 3. A finding that the site plan complies with all applicable provisions of this title, and all other applicable adopted administrative rules and regulations.
- B. Additional documents shall be submitted as necessary for review and approval such as a plat certificate, boundary survey, agreements, easements, and covenants.
- C. The decision of the city planner shall be final.
- D. The decision shall become effective ten calendar days after the decision has been mailed, or if an appeal is filed under Chapter 15.11 CMC, upon final resolution of the appeal.
- E. A site development plan approval automatically expires and is void if the applicant fails to file for a building permit or other necessary development permit and fails to make substantial progress towards completion within twenty-four months of the effective date of the site plan approval. "Substantial progress" includes the following: completion of grading and the installation of major utilities. The city planner may grant a single extension of up to ninety days.
- F. All construction and site development activities related to the site development plan review are prohibited until the decision becomes effective and until authorized by any subsequent required permits.

(Ord. 748 § 2 (Exh. A) (part), 2008)

15.18.225 – Modifications to an approved site plan

1. Minor modifications to an approved site plan may be made after review and approval by the city planner.
2. Minor modifications are those that include minor changes in dimensions or siting of structures or the location of public amenities, but do not include changes to the intensity or character of the use. To be considered a minor modification, the amendment must not:
 - a. Involve more than a 10 percent increase in area or scale of the development in the approved site plan, or 2,000 square feet, whichever is less.
 - b. Have a significantly greater impact on the environment and facilities than the approved plan, or

- c. Change the boundaries of the originally approved plan.
- 3. Minor modifications are processed through a written request from the applicant and a written response from the city planner. The city response is placed in the project file and is effective to modify the approval as described in the response.
- 4. Any modification that does not meet the limitations of Subsection 2 above require a new or amended Site Development Review application.
- 5. The City Planner will consider all cumulative impacts should an additional request for modification to an approved Site Development Review be submitted. This may trigger the need for a new review should the cumulative change be greater than that listed in Subsection 2 above.

15.18.230 - Appeals.

The city planner's decision regarding site development plan review may be appealed by any aggrieved person with legal standing pursuant to Chapter 15.11 CMC. (Ord. 748 § 2 (Exh. A) (part), 2008)

Part IV. - Design Review

15.18.240 - Purpose and adoption of design guidelines.

The document entitled Design Standards and Guidelines ("Design Standards") are adopted by reference and incorporated by this reference as if set forth in full. The design standards are intended to provide clear objectives for those embarking on planning and design of commercial and multifamily projects in Carnation, to increase awareness of design considerations among the citizens of Carnation and to maintain and enhance property values within Carnation. (Ord. 748 § 2 (Exh. A) (part), 2008)

15.18.250.1 - Applicability and process.

- A. The design standards apply to all nonsingle-family development in the following zones: central business district, mixed use, service commercial and multifamily residential zones, and in the public use zone where the property abuts Tolt Avenue. The design standards also apply to all properties located within two hundred feet of Tolt Avenue from the mixed use zone south to the city limits.
- B. Within the zoning districts identified in subsection A of this section, the design standards apply only to the following:
 - 1. New construction, except for single-family detached housing;
 - 2. Major exterior remodels, defined as all remodels within a three-year period whose value exceeds fifty percent of the value of the existing structure, as determined by city of Carnation valuation methods, except as provided in CMC Section 15.18.270;
 - 3. Minor exterior remodels, defined as all remodels within a three-year period with value of fifty percent of the valuation or less.
- C. The design standards do not apply to remodels that do not change the exterior appearance of the building. However, if a project involves both exterior and interior improvements, then the project valuation shall include both exterior and interior improvements.
(Ord. 748 § 2 (Exh. A) (part), 2008)

15.18.260 - Administration.

The city planner is authorized to develop and adopt administrative rules and regulations for the purpose of implementing and enforcing the provisions and requirements of this chapter. (Ord. 748 § 2 (Exh. A) (part), 2008)

15.18.270 - Major exterior remodels.

Major exterior remodels shall be exempt from any provision of the design standards that would require repositioning of the building or reconfiguration of the site. New construction and major exterior remodels shall be processed as a Type II land use permit in accordance with Chapter 15.09 CMC.

(Ord. 748 § 2 (Exh. A) (part), 2008)

15.18.280 - Complete application for major exterior remodels or new construction.

- A. Applications shall be on forms prescribed by the city planner and shall include such information as deemed necessary to establish compliance with this section.
- B. Applications for design review shall be signed by all property owners or their authorized agents, with supporting documents as required below and which contain sufficient information to determine compliance with adopted rules and regulations including, but not limited to, the city of Carnation design standards and guidelines, CMC Title 15, Zoning; the city of Carnation comprehensive plan; the city of Carnation Street and Storm Sewer System Standards, and any administrative rules adopted to implement any such code or ordinance provisions.
- C. Proposed elevations of any proposed new buildings or remodels from all directions that clearly show architectural details, prepared by a professional architect. In addition, examples of materials and colors that have been clearly called out on the elevations shall also be submitted.
- D. Proposed or existing site plan prepared by a professional architect, land surveyor or engineer licensed in the state of Washington. The proposed site plan shall include:
 1. The location, layout and size of all proposed improvements, including buildings, parking, etc.;
 2. The legal description of the lot(s);
 3. The name and address of the developer;
 4. The name, address and seal of the registered engineer or land surveyor;
 5. The scale, date and northpoint;
 6. All proposed and existing uses, zoning and property boundaries within one hundred feet of any boundary of the site;
 7. The location and identification of critical areas within five hundred feet of any boundary of the site;
 8. The location, widths and names of all existing or prior platted streets, public ways, utility rights-of-way, parks and other recreation spaces within or adjacent to the site;
 9. The location and size of utility trunks serving the site;
 10. The location and size of water bodies and drainage features, both natural and manmade, within five hundred feet of any boundary of the site;
 11. The location of any significant trees or significant stands of trees as defined by Chapter 15.08 CMC;
 12. The layout of streets, their names and widths of easements. The names of the streets shall conform to the names of corresponding streets and to the general system of naming used by the city;

13. A list of all property owners within three hundred feet of any boundary of the site;
 14. A copy of the most current assessor's map obtained from the King County department of assessments;
 15. Documentation of the date and method of segregation for the subject property verifying that the lot or lots were not created in violation of the short subdivision or subdivision laws in effect at the time of creation;
 16. A phasing plan and time schedule, if the site is intended to be developed in phases or if all building permits will not be submitted within three years;
 17. A list of any other development permits or permit applications having been filed for the site;
 18. Payment of any application fees and development deposits imposed by the city.
- E. Landscape plan illustrating compliance with the requirements of the design standards and Chapter 15.76 CMC (Screening, Landscaping and Trees), at a scale that clearly illustrates the location of proposed plantings. The landscape plan shall include all species to be planted by Latin and common names, and shall include any planting details.
- F. The city planner may waive specific submittal requirements where determined to be reasonably unnecessary under the circumstances.
(Ord. 748 § 2 (Exh. A) (part), 2008)

15.18.290 - Additional requirements.

The city planner may require the submittal of additional information prior to processing a design review application if it is determined that such information is necessary for the accurate review of such applications. The city planner may also set reasonable deadlines for the supplemental submittal of such information if it is found to be necessary subsequent to the initial application submittal. Failure to meet such deadlines shall cause the application to be deemed withdrawn, and plans or other data previously submitted for review may thereafter be returned to the applicant together with any unexpended portion of the application review fee. In no case shall an application be processed until it is complete in terms of the type or amount of information necessary for accurate review.
(Ord. 748 § 2 (Exh. A) (part), 2008)

15.18.320.1 - Decision.

- A. A written record of decision shall be prepared in each case. The record may be in the form of a staff report or other written document and shall indicate whether the application shall be approved, approved with conditions or denied. The city planner's decision shall include any conditions to ensure consistency with the city's development regulations based on, but not limited to, the following:
 1. Conformance of the proposed design with an approved site plan, building permit, any conditions on a portion of the site, and with any applicable codes and ordinances of the state of Washington and the city;
 2. A finding that the design of new or remodeled buildings and site plan meet the requirements of the design standards;
 3. A finding that the site plan complies with all applicable provisions of this title, and all other applicable administrative rules and regulations.
- B. Additional documents shall be submitted as necessary for review and approval such as a plat certificate, boundary survey, agreements, easements, and covenants.
- C. The decision of the city planner shall be final.

- D. The decision shall become effective ten calendar days after the decision has been mailed, or if an appeal is filed under Chapter 15.11 CMC, upon final resolution of the appeal.
- E. A design approval automatically expires and is void if the applicant fails to file for a building permit or other necessary development permit and fails to make substantial progress towards completion within twenty-four months of the effective date of the site plan approval. "Substantial progress" includes the following: completion of grading and the installation of major utilities. The city planner may grant a single extension of up to ninety days.
- F. All construction and site development activities related to the design review are prohibited until the decision becomes effective and until authorized by any subsequent required permits.

(Ord. 748 § 2 (Exh. A) (part), 2008)

15.18.330 - Appeals.

The director's decision regarding site plan review may be appealed by any aggrieved person with legal standing pursuant to Chapter 15.11 CMC.

(Ord. 748 § 2 (Exh. A) (part), 2008)

15.18.340 - Minor exterior remodels.

Minor exterior remodels must satisfy the design standards for those features of the facade that will be altered, and that any alterations do not lead to further nonconformance with the design standards. For example, if a project includes replacing a building facade's siding, then the siding shall meet that applicable exterior building material and color standards and/or guidelines, but elements such as building modulation would not be required. Minor exterior remodels shall be processed as a Type I land use process in accordance with Chapter 15.09 CMC.

(Ord. 748 § 2 (Exh. A) (part), 2008)

15.18.350.1 - Complete application for minor exterior remodels.

- A. Applications shall be on forms prescribed by the city planner and shall include such information as deemed necessary to establish compliance with this section.
- B. Applications for design review shall be signed by all property owners or their authorized agents, with supporting documents as required below and which contain sufficient information to determine compliance with the city of Carnation design standards and guidelines.
- C. Proposed elevations illustrating the proposed remodeled facade, that clearly show architectural details that will be changed from existing conditions. Such illustrations do not have to be prepared by a professional architect. If the minor exterior remodel includes a change in materials or exterior color, examples of materials and colors that have been clearly called out on the elevations shall also be submitted.
- D. If changes are proposed to the site, a site plan illustrating the proposed changes shall also be included. Such site plans do not have to be prepared by a professional architect, land surveyor or engineer licensed in the state of Washington.

(Ord. 748 § 2 (Exh. A) (part), 2008)

15.18.360 - Additional requirements.

The city planner may require the submittal of additional information prior to processing a minor design review application if it is determined that such information is necessary for the accurate review of such applications. The city planner may also set reasonable deadlines for the

supplemental submittal of such information if it is found to be necessary subsequent to the initial application submittal. Failure to meet such deadlines shall cause the application to be deemed withdrawn, and plans or other data previously submitted for review may thereafter be returned to the applicant together with any unexpended portion of the application review fee. In no case shall an application be processed until it is complete in terms of the type or amount of information necessary for accurate review.

(Ord. 748 § 2 (Exh. A) (part), 2008)

15.18.390.1 - Decision.

- A. The signed application shall serve as a written record of decision.
- B. The decision of the city planner shall be final.
- C. A design approval automatically expires and is void if the applicant fails to complete the work as approved by the application or fails to make substantial progress towards completion within twenty-four months of the effective date of the site plan approval.

(Ord. 748 § 2 (Exh. A) (part), 2008)

15.18.400 - Appeals.

The city planner's decision regarding design plan review may be appealed by any aggrieved person with legal standing pursuant to Chapter 15.11 CMC.

15.18.410 – Modifications to an approved design review

- 1. Minor modifications to an approved design review may be made after review and approval by the city planner.
- 2. Minor modifications are those that include minor changes in architectural and design aspects.
- 3. For a modification to be considered minor, it must not require a new or modified building permit or Site Development Review permit.
- 4. Minor modifications are processed through a written request from the applicant and a written response from the city planner. The city response is placed in the project file and is effective to modify the approval as described in the response.
- 5. Any modification that does not meet the limitations of Subsection 2 above require a new or amended Site Development Review application.



Date: July 23, 2020

To: City of Carnation Planning Board

From: Amanda Smeller, City Planner

Re: Recommendation to the Planning Board in consideration of amendments to CMC Title 15 relating to adoption of FEMA's updated Flood Insurance Rate Maps (FIRMS) and additional amendments as required by FEMA.

Summary of Proposed Amendments:

This amendment is to amend CMC Chapter 15.64 Part I, Floodways and Floodplains for the purpose of adopting the 2007 FEMA NFIP FIRMS and making associated amendments to CMC Chapter 15.08, Basic Definitions.

This item is required by FEMA to be completed by August 19, 2020, the date the updated maps will become effective. FEMA also required other code revisions to keep Carnation's code consistent with federal regulations regarding floodplains and development within. Subsequent amendments to Chapter 15.08.010, Basic Definitions, were also necessary.

A final Planning Board workshop on this matter was held during a regular meeting on June 23, 2020, where a final review with the Planning Board was conducted in preparation for the public hearing.

Now before the Planning Board for public review and participation are proposed amendments to both Chapters 15.08 and 15.64 as per FEMA's requirements and regulations.

SEPA: This procedural action is not categorically exempt pursuant to WAC 197-11 and a SEPA Determination of Non-Significance has been issued for this matter.

Findings:

These proposed amendments meet with the criteria set forth in CMC 15.100.030(E)(2), as follows:

- a. Consistency with the Growth Management Act (RCW 36.70A):

The proposed amendments are for the purpose of adopting the 2007 FEMA NFIP FIRMS and making additional required modifications to Chapters 15.08 and 15.64

as per FEMA's federal regulations. These changes will not introduce limitations to the uses established for the underlying zones, will not limit or discourage the efficient use of property subject to the proposed changes, and will not reduce the permissible uses established under the current zoning provisions in the Carnation Municipal Code.

- b. Consistency with existing goals and policies of the comprehensive plan.

The proposed amendments are to adopt FEMA required code amendments as well as adopt the 2007 FEMA NFIP FIRMs which will further ensure that development occurs in a manner that is consistent with the goals and policies established for the land use designations and review procedures in the Comprehensive Plan.

- c. Whether the proposed adequately implements the goals and policies of the comprehensive plan.

The proposed amendments to CMC Title 15 as described herein will not adversely impact the implementation of the goals and policies of the Comprehensive Plan. It is intended that the proposed amendments will further the implementation of the goals and policies of the Comprehensive Plan.

- d. The cumulative impact of the proposed amendment upon the health, safety, and welfare of the City;

The proposed amendments will not have a cumulative adverse impact on the health, safety, or welfare of the city as adequate regulations are provided to prevent such harm from subsequent proposals.

- e. The probable significant adverse environmental impacts of the proposal, if any.

The proposed amendments will not create a potential for adverse environmental impacts.

Staff Recommendation:

Approval

15.08.010 - Definitions of basic terms.

Unless otherwise specifically provided, or unless clearly required by the context, the words and phrases defined in this section shall have the meaning indicated when used in this title.

-A-

"Access easement" means an easement dedicated primarily for ingress/egress to one or more lots, although utility lines may also be placed within the easement, and within which the parking of vehicles is prohibited.

"Access tract" means a privately owned tract of land over which an access easement has been dedicated.

"Accessory dwelling units" are defined as a second, subordinate dwelling unit for use as a complete, independent dwelling with permanent provisions for living, sleeping, eating, cooking, and sanitation. Accessory dwelling units may be attached or detached.

Accessory Use. See Section 15.40.050.

Administrator. See Section 15.12.100.

"Adult day care" means the provision of supplemental adult care and supervision for nonrelated adults on a regular basis, for less than twenty-four hours a day, and under license by the Washington State Department of Social and Health Services.

"Adult entertainment" means any exhibition or dance of any type conducted in premises where such exhibition or dance involves the exposure to view of any portion of the breast below the top of the areola or any portion of the pubic hair, anus, buttocks, vulva and/or genitals.

"Adult family home" means a regular family abode of a person or persons who are providing personal care, room and board to more than one but not more than four adults who are not related by blood or marriage to the person or persons providing the services; except that a maximum of six adults may be permitted if the Washington State Department of Social and Health Services determines that the home and the provider are capable of meeting standards and qualifications provided for by RCW 70.128.010.

"Advertising copy" means any letters, figures, symbols, logos, or trademarks which identify or promote the sign user or any product or service; or which provide information about the sign user, the building, or the products or services available.

"Affordable housing" means housing used as the primary residence of an affordable housing qualified household. The price of affordable units is based on that amount a household can afford to pay for housing, when household income is less than eighty percent of the median annual income, adjusted for household size, as determined by the United States Department of Housing and Urban Development for the Seattle Metropolitan Statistical Area, and when the household pays no more than thirty percent of household income for housing expenses. Households with income less than eighty percent of the median annual income, adjusted for household size, may purchase or rent these affordable units.

"Affordable housing, low income" means housing units used as the primary residence of an affordable housing-qualified household. The price of affordable units is based on that amount a household can afford to pay for housing, when household income is less than fifty percent of the median annual income, adjusted for household size, as determined by the United States Department of Housing and Urban Development for the Seattle Metropolitan Statistical Area, and when the household pays no more than thirty percent of household income for housing expenses.

"Affordable housing, moderate income" means housing units reserved for use as the primary residence of an affordable housing-qualified household. The price of affordable housing units is based on that amount a household can afford to pay for housing, when household income is less than eighty percent of the median annual income, adjusted for household size, as determined by the United States Department of Housing and Urban Development for the Seattle Metropolitan Statistical Area, and when the household pays no more than thirty percent of household income for housing expenses.

"Affordable senior housing" means housing units affordable to and reserved for rental occupancy as a primary residence by low-income senior (i.e., households at least one member of which is fifty-five years of age or older, with a combined income no greater than fifty percent of the median King County family income, adjusted for household size).

"Alley" means a public highway not designed for general travel and used primarily as a means of access to the rear of residences and business establishments.

Alteration of watercourse: Any action that will change the location of the channel occupied by water within the banks of any portion of a riverine waterbody.

"American Public Works Association" or "APWA" means the adopted edition of the Washington State Chapter of the American Public Works Association.

"Antenna" means equipment designed to transmit or receive electronic signals.

"Applicant" means a person, partnership, corporation, or other legal entity who applies for any approval under this title and who is an owner of the subject property or the authorized agent of the owner.

"Approval" means the proposed work or completed work conforms to this title in the opinion of the administrator.

"Area of shallow flooding" means a designated zone AO, AH, AR/AO or AR/AH (or VO) on a community's Flood Insurance Rate Map (FIRM) with a one percent or greater annual chance of flooding to an average depth of one to three feet where a clearly defined channel does not exist, where the path of flooding is unpredictable, and where velocity flow may be evident. Such flooding is characterized by ponding or sheet flow. Also referred to as the sheet flow area.

"Area of special flood hazard" means the land in the floodplain within a community subject to a one percent or greater chance of flooding in any given year. Designation on maps always includes the letter A or V.

"As-graded" means the extent of surface conditions on completion of grading.

"Assisted living" means an establishment which provides living quarters and a variety of limited personal care and supportive health care to individuals who are unable to live independently due to infirmity of age, physical or mental handicap, but who do not need the skilled nursing care of a nursing home. Such a facility includes individual dwelling units with private bathroom facilities. Such a facility must be licensed by the state of Washington. (Note: Definition from residential design guidelines.)

"Attached accessory dwelling units" means an accessory dwelling unit located within or attached to a single-family residence. To be considered attached the roof and wall of the accessory dwelling unit must be an extension of the roof and wall of the existing single-family residence. In no case shall the attachment be made through an unenclosed structure. (Note: Definition from residential design guidelines.)

"Attached garage" means a garage located within or attached to a single-family residence. To be considered attached, the roof and wall of the garage must be an extension of the roof and wall of the existing single-family residence. In no case shall the attachment be made through an unenclosed structure.

-B-

"Banks, including credit unions + savings institutions" means the office or quarters of an institution for receiving, lending, exchanging and safeguarding money and, in some cases, issuing notes and transacting other financial business. (Note: Definition from Webster's.)

"Base flood" means the flood having a one percent chance of being equaled or exceeded in any given year. Also referred to as the "one hundred-year flood." Designation on maps always includes the letters A or V.

Base Flood Elevation (BFE): The elevation to which floodwater is anticipated to rise during the base flood.

"Basement," for floodplain management purposes, means any area of the building having its floor subgrade (below ground level) on all sides.

"Basin plan" means a plan and all implementing regulations and procedures including but not limited to land use management adopted by ordinance for managing surface and stormwater management facilities and features within individual subbasins.

"Battery charging station" means an electrical component assembly or cluster of component assemblies designed specifically to charge batteries within electrical vehicles, which meet or exceed any standards, codes and regulations set forth by Chapter 19.28 RCW and consistent with rules adopted under RCW 19.27.540.

"Bay window" means a window space elevated from the floor, projecting outward from the main walls of a building, and forming an elevated bay in a room.

"Bedrock" means the more or less solid rock in place either on or beneath the surface of the earth. It may be soft, medium, or hard and have a smooth or irregular surface.

"Bench" means a relatively leveled step excavated into earth material on which fill is to be placed.

"Best available science" means current scientific information derived from a valid scientific process as defined by WAC 365-195-900 through WAC 265-195-925 and applied to the process for designating, protecting, or restoring critical areas.

"Best management practice" or "BMP" means a physical, structural, and/or managerial practice that, when used singly or in combination, prevents or reduces pollution.

"Billboard" means an advertising copy sign that directs attention to businesses, commodities, services, or facilities that are not primarily sold, manufactured, or distributed from the property on which the sign is located. The term "billboard" includes both the structural framework that supports a billboard and any billboard faces attached to the framework.

"Binding site plan" means a drawing to a scale specified in this title which: (1) identifies and shows the areas and locations of all streets, roads, improvements, utilities, open spaces, and any other matters specified herein; (2) contains inscriptions or attachments setting forth such appropriate limitations and conditions for the use of the land as are established in this title; and (3) contains provisions making any development be in conformity with the site plan.

"Block" means a group of lots, tracts, or parcels within well defined and fixed boundaries.

"Boarding house" means a residential house consisting of at least one dwelling unit together with more than two rooms that are rented or are designed or intended to be rented but which rooms, individually or collectively, do not constitute separate dwelling units. A rooming house or boarding house is distinguished from a tourist home in that the former is designed to be occupied by longer term residents (at least month-to-month tenants) as opposed to overnight or weekly guests.

"Bond" means a written certificate guaranteeing to pay up to a specified amount of money if specified work is not performed; or any similar mechanism whereby the city has recourse to an identified fund from which to secure performance of specified work.

"Boundary line adjustment" means a division made for the purpose of alteration by adjusting boundary lines between platted or unplatted lots or both, which does not create any additional lot, tract, parcel, site, or division.

"Breakaway wall," for floodplain management purposes, means a wall that is not part of the structural support of the building and is intended through its design and construction to collapse under specific lateral loading forces, without causing damage to the elevated portion of the building or supporting foundation system.

"Building" means a structure designed to be used as a place of occupancy, storage or shelter.

Building, Accessory. "Accessory building" means a minor building that is located on the same lot as a principal building and that is used incidentally to a principal building or that houses an accessory use.

"Building height" means the vertical distance measured from the mean elevation of the finished grade at the front of the building to the highest point of the building.

"Building official" means that person or firm appointed by the city manager to administer the Uniform Building Codes of the city, and to otherwise perform the duties of building official.

Building, Principal. "Principal building" means the primary building on a lot or a building that houses a principal use.

-C-

"Certify." Whenever this title requires that some agency certify the existence of some fact or circumstance to the city, the city may require that such certification be made in any manner that provides reasonable assurance of the accuracy of the certification. By way of illustration, and without limiting the foregoing, the city may accept certification by telephone from some agency when the circumstances warrant it, or the city may require that the certification be in the form of a letter or other document.

"Changing message center" means an electronically controlled public service time and temperature sign, message center, or reader board where different copy changes of a public service or commercial nature are shown on the same lampbank.

"Child care" means the provision of supplemental parental care and supervision for a nonrelated child or children, on a regular basis, for less than twenty-four hours a day, and under license by the Washington State Department of Social and Health Services. As used in this title, the term is not intended to include babysitting services of a casual, nonrecurring nature or in the child's own home. Likewise, the term is not intended to include cooperative, reciprocative child care by a group of parents in their respective homes.

Child Care Center, Commercial. "Commercial child care center" means any child care arrangement that provides day care on a regular basis for more than twelve children of whom at least one is unrelated to the provider.

"Child care facility" means a building or structure in which an agency, person or persons regularly provide care for a group of children for periods less than twenty-four hours a day. Child day care facilities include family day care homes, child mini-day care centers, and child day care centers as defined and regulated by the Washington State Department of Health and Social Services (RCW 74.15, WAC 388-73-422).

Child Care, In-Home. "In-home child care" means any child care arrangement that provides day care on a regular basis for less than twelve children of whom at least one is unrelated to the provider.

"Circulation area" means that portion of the vehicle accommodation area used for access to parking or loading areas or other facilities on the lot. Essentially, driveways and other maneuvering areas (other than parking aisles) comprise the circulation area.

"City" means the city of Carnation.

"City engineer" means the person or firm appointed by the city manager to serve as the city engineer.

"City planner" means the person or firm appointed by the manager to serve as the city planner.

"Civil engineer" means a professional engineer licensed in the state of Washington in civil engineering.

"Civil engineering" means the application of the knowledge of the forces of nature, principles of mechanics and the properties of materials to the evaluation, design and construction of civil works for the beneficial uses of mankind.

"Classic" means an object of recognized value, serving as a standard of excellence.

"Clearing" means the destruction and removal of vegetation by manual, mechanical, or chemical methods.

"Cluster subdivisions" means single-family residential development in which the developer may create lots that are smaller than those that would otherwise be required if the developer complies with certain regulations set forth in this title.

"Combination use" means a use consisting of a combination on one lot of two or more principal uses separately listed in the table of permissible uses, Section 15.40.010. (Under some circumstances, a second principal use may be regarded as accessory to the first, and thus a combination use is not established. See Section 15.40.050 (Accessory uses). In addition, when two or more separately owned or separately operated enterprises occupy the same lot, and all such enterprises fall within the same principal use classification, this shall not constitute a combination use.)

"Commercial agriculture" means those activities conducted on lands defined in RCW 84.34.020(2), and activities involved in the production of crops or livestock for wholesale trade. An activity ceases to be considered commercial agriculture when the area on which it is conducted is proposed for conversion to a nonagricultural use or has lain idle for more than five years, unless the idle land is registered in a federal or state soils conservation program, or unless the activity is maintenance of irrigation ditches, laterals, canals, or drainage ditches related to an existing and ongoing agricultural activity.

"Compaction" means densification of a fill by mechanical means.

"Comprehensive plan" means the city's adopted comprehensive plan conforming to the Washington Growth Management Act (GMA).

"Conditional use permit" means a permit that authorizes the recipient to make use of property in accordance with the requirements of this title as well as any additional requirements imposed by the officer or body approving the permit.

"Convenience store" means a one-story, retail store containing less than two thousand square feet of gross floor area that is designed and stocked to sell primarily food, beverages, and other household supplies to customers who purchase only a relatively few items (in contrast to a "supermarket"). It is designed to attract and depends upon a large volume of stop-and-go traffic. Illustrative examples of convenience stores are those operated by the "Arco AM/PM" and "7/11" chains.

"Covered entry feature" means a distinct entry feature such as a porch or weather covered entry way with at least thirty-six square feet of weather cover, and a minimum depth of four

"Cottage housing" means small single-family detached dwelling units arranged around a common open space. (Note: Definition from residential design guidelines.)

"Council" means the city council of the city of Carnation.

"County assessor" means as defined in Chapter 36.22 RCW or the office or person assigned such duties under a county charter.

"County treasurer" means as defined in Chapter 36.29 RCW or the office or person assigned such duties under a county charter.

"Critical areas" means any of the following areas or ecosystems and their buffers: wetland, critical aquifer recharge areas, streams, fish and wildlife habitat conservation areas, frequently flooded areas, geologically hazardous areas as defined by the Growth Management Act (RCW 36.70A.170).

"Critical facility" means a facility for which even a slight chance of flooding might be too great. Critical facilities include, but are not limited to schools, nursing homes, hospitals, police, fire and emergency response installations, installations which produce, use or store hazardous materials or hazardous waste.

-D-

"Dedication" means the deliberate appropriation of land by an owner for any general and public uses, reserving to himself no other rights than such as are compatible with the full exercise and enjoyment of the public uses to which the property has been devoted. The intention to dedicate shall be evidenced by the owner by the presentment for filing of a final plat or short plat showing the dedication thereon; and, the acceptance by the public shall be evidenced by the approval of such plat for filing by the appropriate governmental unit.

"Detached accessory dwelling units" means a detached accessory dwelling unit located on the same lot as a single-family detached dwelling unit. (Note: Definition from residential design guidelines.)

"Detention" means the release of stormwater runoff from the site at a slower rate than it is collected by the stormwater facility system, the difference being held in temporary storage.

"Detention facility" means an above or below-ground facility such as a pond or tank that temporarily stores stormwater runoff and subsequently releases it at a slower rate than it is collected by the drainage facility system. There is little or no infiltration of stored stormwater.

"Developable" (e.g., land, acres) means land on which development can occur per the regulations of this and other titles of this code.

"Developer" means a person who is responsible for any undertaking that requires a zoning permit, special use permit, conditional use permit, or sign permit.

"Development" means any man-made change to improved or unimproved real estate, including but not limited to buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations or storage of equipment or materials located within the area of special flood hazard.

"Development agreement" means a written agreement between the city and a person having ownership or control of real property, setting forth the development standards and other provisions that will govern the development and use of said property, and which is processed, approved and executed in accordance with Chapter 15.17 CMC and RCW 36.70B.170 et seq.

"Dimensional nonconformity" means a nonconforming situation that occurs when the height, size, floor space, lot coverage, or other dimensional requirements of a structure or the relationship between an existing building or buildings and other buildings or lot lines does not conform to the regulations applicable to the district in which the property is located.

"Double-faced sign" means a sign that has advertising copy on opposite sides of a single-display surface or sign structure.

"Double frontage lot" means a lot having frontage on two parallel, or approximately parallel, streets.

"Drainage basin" means a geographic and hydrologic subunit of a watershed.

"Driveway" means that portion of the vehicle accommodation area that consists of a travel lane bounded on either side by an area that is not part of the vehicle accommodation area.

"Duplex" means a two-family residential use in which the dwelling units share a common wall (including without limitation the wall of an attached garage or porch) and in which each dwelling unit has living space on the ground floor and a separate, ground floor entrance.

"Dwelling unit" means an enclosure containing sleeping, kitchen, and bathroom facilities designed for and used or held ready for use as a permanent residence by one family.

-E-

"Earth materials" means any rock, natural soil or fill and/or any combination thereof.

"Easement" means land which has specific air, surface, or subsurface rights conveyed for use by someone other than the owner of the subject property or to benefit some property other than the subject property.

"Ecology" means the Washington State Department of Ecology.

"Effective date of this chapter." Whenever this title refers to the effective date of the ordinance codified in this chapter, the reference shall be deemed to include the effective date of the chapter as originally adopted, or the effective date of an amendment to it if the amendment creates a nonconforming situation.

"Effective date of this title." Whenever this title refers to the effective date of the ordinance codified in this title, the reference shall be deemed to include the effective date of any amendments to the ordinance

codified in this title if the amendment, rather than this title as originally adopted, creates a nonconforming situation.

"Electrical sign" means a sign or sign structure in which electrical wiring, connections, and/or fixtures are used as part of the sign proper.

"Elevated building" means for insurance purposes, a non-basement building which has its lowest elevated floor raised above ground level by foundation walls, shear walls, post, piers, pilings, or columns.

"Engineering geologists" means a geologist experienced and knowledgeable in engineering geology.

"Engineering geology" means the application of geologic knowledge and principles in the investigation and evaluation of naturally occurring rock and soil for use in the design of civil works.

"Erosion" means the wearing away of the land surface by running water, wind, ice, or other geological agents, including such processes as gravitational creep, detachment and movement of soil or rock fragments by water, wind, ice, or gravity.

"Essential public facility" means any public facility or facilities owned or operated by a unit of local or state government, public or private utility, transportation company, or any other entity that provides public services as its primary mission, and that is difficult to site. Essential public facilities shall include those facilities listed in RCW 36.70A.200, and any facility that appears on the list maintained by the Washington State Office of Financial Management under RCW 36.70A.200(4).

"Excavation" means the mechanical removal of earth material.

"Existing manufactured home park or subdivision," for floodplain management purposes, means a manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including, at a minimum, the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads) is completed before the effective date of the adopted floodplain management regulations.

"Existing site conditions" means:

1. For developed sites with stormwater facilities that have been constructed to meet the standards in the minimum requirements of this manual, existing site conditions shall mean the existing conditions on the site.
2. For developed sites that do not have stormwater facilities that meet the minimum requirements, existing site conditions shall mean the conditions that existed prior to local government adoption of a stormwater management program. If in question, the existing site conditions shall be documented by aerial photograph records, or other appropriate means.
3. For all sites in water quality sensitive areas existing site conditions shall mean undisturbed forest, for the purpose of calculating runoff characteristics.
4. For all undeveloped sites outside of water quality sensitive areas, site conditions shall mean the existing conditions on the site.

"Expansion to an existing manufactured home park or subdivision," for floodplain management purposes, means the preparation of additional sites by the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including the installation of utilities, the construction of streets, and either final site grading or the pouring of concrete pads).

"Expenditure" means a sum of money paid out in return for some benefit or to fulfill some obligation. The term also includes binding contractual commitments to make future expenditures, as well as any other substantial changes in position.

"Experimental BMP" means a BMP that has not been tested and evaluated by the Department of Ecology in collaboration with local governments and technical experts.

"Facade" means the entire building front or street wall face of a building extending from the grade of the building to the top of the parapet or eaves and the entire width of the building elevation.

"Family" means an individual or two or more persons related by blood or marriage, or two or more persons with functional disabilities as defined herein, or a group of not more than four unrelated persons living together as a housekeeping unit.

"Fence" means a barrier composed of posts or piers connected by boards, rails, panels, wire, or a masonry wall, or natural or cultivated plantings of trees, shrubs, or other opaque natural material(s) that would effectively screen the property which it encloses, designed for the purpose of enclosing space or parcels of land. The term "fence" does not include retaining walls.

"Fill" means a deposit of earth material placed by artificial means.

"Final plat" means the final drawing of the subdivision and dedication prepared for filing for record with the county assessor and containing all elements and requirements set forth in RCW 58.17 and in this title.

"Financial + estate planning, including brokerages" means a business establishment where financial and estate planning services are offered for remuneration.

"Flashing sign" means a sign or portion thereof which changes light intensity or switches on and off in a constant pattern or contains motion or the optical illusion of motion by use of electrical energy. Changing message centers shall not be considered flashing signs.

"Flood" or "flooding" means

- 1) A general and temporary condition of partial or complete inundation of normally dry land areas from:
 - a. The overflow of inland or tidal waters
 - b. The unusual and rapid accumulation or runoff of surface waters from any source
 - c. Mudslides (i.e., mudflows) which are proximately caused by flooding as defined in paragraph (1)(b) of this definition and are akin to a river of liquid and flowing mud on the surfaces of normally dry land areas, as when earth is carried by a current of water and deposited along the path of the current.
- 2) The collapse or subsidence of land along the shore of a lake or other body of water as a result of erosion or undermining caused by waves or currents of water exceeding anticipated cyclical levels or suddenly caused by an unusually high water level in a natural body of water, accompanied by a severe storm, or by an unanticipated force of nature, such as flash flood or an abnormal tidal surge, or by some similarly unusual and unforeseeable event which results in flooding as defined in paragraph (1)(a) of this definition.

"Flood insurance rate map (FIRM)" means the official map on which the Federal Insurance Administration has delineated both the areas of special flood hazards and the risk premium zones applicable to the community.

"Flood insurance study" means the official report provided by the Federal Insurance Administration that includes flood profiles, the flood boundary-floodway map, and the water surface elevation of the base flood.

"Floodplain" means any land area susceptible to be inundated by water from the base flood. As used in this title, the term generally refers to that area designated as subject to flooding from the base flood (one hundred-year flood) on the most recently adopted flood insurance rate map prepared by the Federal Emergency Management Agency, a copy of which is on file in the planning department.

"Floodway" means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.

"Forest practice" means any activity conducted on or directly pertaining to forest land and relating to growing, harvesting, or processing timber, including but not limited to: (1) road and trail construction; (2) harvesting, final and intermediate; (3) pre-commercial thinning; (4) reforestation; (5) fertilization; (6) prevention and suppression of diseases and insects; (7) salvage of trees; or (8) brush control.

Freestanding Sign. See Sign, Freestanding.

"Frequently flooded areas" means the one hundred-year floodplain designations of the Federal Emergency Management Agency and the National Flood Insurance Program.

"Frontage" means the measurement of the length of the property line along the street immediately adjacent to the property.

Functionally dependent use: A use which cannot perform its intended purpose unless it is located or carried out in close proximity to water. The term includes only docking facilities, port facilities that are necessary for the loading and unloading of cargo or passengers, and ship building and ship repair facilities, and does not include long-term storage or related manufacturing facilities.

-G-

"G.I.S." means geographic information system.

"G.P.S." means global positioning system.

"Geologically hazardous areas" means areas that because of their susceptibility to erosion, sliding, earthquake or other geological events, may not be suited to the siting of commercial, residential or industrial development consistent with public health or safety concerns.

"Grade" means the elevation as measured at the relative ground level in the immediate vicinity of the sign. It also means the slope of a road, channel, or natural ground. The finished surface of a canal bed, roadbed, top of embankment, or bottom of excavation; any surface prepared for the support of construction such as paving or the laying of a conduit.

1. Existing grade means the grade prior to grading;
2. Rough grade means the stage at which the grade approximately conforms to the approved plan;
3. Finish grade means the final grade of the site which conforms to the approved plan.

"(To) grade" means to finish the surface of a canal bed, roadbed, top of embankment or bottom of excavation.

"Gradient terrace" means an earth embankment or a ridge-and-channel constructed with suitable spacing and an acceptable grade to reduce erosion damage by intercepting surface runoff and conducting it to a stable outlet at a stable nonerosive velocity.

"Gross floor area" means the total area of a building measured by taking the outside dimensions of the building at each floor level intended for occupancy or storage.

"Groundwater" means water in a saturated zone or stratum beneath the surface of land or a surface water body.

-H-

"Habitable floor" means any floor usable for living purposes, which includes working, sleeping, eating, cooking, or recreation, or any combination thereof. A floor used only for storage is not a habitable floor.

"Half story" means a story under a gable, hip or gambrel roof, plates of which are not more than three feet above the floor of such story.

"Halfway house" means a home for not more than nine persons who have demonstrated a tendency toward alcoholism, drug abuse, mental illness, or antisocial or criminal conduct, together with not more than two persons providing supervision and other services to such persons, eleven of whom live together as a single housekeeping unit.

"Handicapped or infirm home" means a residence within a single dwelling unit for at least six but not more than nine persons who are physically or mentally handicapped or infirm, together with not more than two persons providing care or assistance to such persons, all living together as a single housekeeping unit. Persons residing in such homes, including the aged and disabled, principally need residential care rather than medical treatment.

"Handicapped or infirm facility or institution" means an institutional facility housing and providing care or assistance for more than nine persons who are physically or mentally handicapped or infirm. Persons residing in such homes, including the aged or disabled, principally need residential care rather than medical treatment.

"Harmony" means for the purposes of this title, a project may be found to be in harmony with the area in which it is located in terms of design and use when it meets the following criteria:

1. Harmony of Design. Where a project is subject to the city's development design guidelines or design regulations within this title it is presumed to be in harmony with the neighborhood in terms of design when it is found to be in conformance with those guidelines or regulations, even if it does not resemble existing development, as it is the intent of the city council that neighborhoods should eventually develop or redevelop according to those design specifications. Where a project is not subject to those design guidelines or regulations, it may be found to be in harmony with the neighborhood in terms of design when it generally conforms to the architectural aspects (i.e., those aspects addressed in the development design guidelines) of the existing development.
2. Harmony of Use. A project may be found to be in harmony with the existing uses of a neighborhood if it causes no significant impacts on surrounding uses or, if it could cause significant impacts, that those impacts have been mitigated through project design or by conditioning the permit to restrict or limit certain aspects of the use so as to minimize those impacts.

"Hearing officer" means the person, or chair of the board, before whom a land use hearing is being held.

"Height" of a building shall be the vertical distance measured from the mean elevation of the finished grade at the front of the building to the highest point of the building.

Highest adjacent grade: The highest natural elevation of the ground surface prior to construction next to the proposed walls of a structure.

"High-volume traffic generation" means all uses in the 2.000 classification other than low-volume traffic generation uses.

Historic structure: Any structure that is:

- 1) Listed individually in the National Register of Historic Places (a listing maintained by the Department of Interior) or preliminarily determined by the Secretary of the Interior as meeting the requirements for individual listing on the National Register;
- 2) Certified or preliminarily determined by the Secretary of the Interior as contributing to the historical significance of a registered historic district or a district preliminarily determined by the Secretary to qualify as a registered historic district;
- 3) Individually listed on a state inventory of historic places in states with historic preservation programs which have been approved by the Secretary of Interior; or
- 4) Individually listed on a local inventory of historic places in communities with historic preservation programs that have been certified either:
 - a) By an approved state program as determined by the Secretary of the Interior, or
 - b) Directly by the Secretary of the Interior in states without approved programs.

"Home occupation" means a commercial activity that: (1) is conducted by a person on the same lot (in a residential district) where such person resides, and (2) is not so insubstantial or incidental or is not

so commonly associated with the residential use as to be regarded as an accessory use (see Section 15.40.050 Accessory uses), but that can be conducted without any significantly adverse impact on the surrounding neighborhood. See Section 15.44.094.

"Housing for people with functional disabilities" means housing used, or intended for use, by persons with functional disabilities. The term includes, but is not limited to, adult family homes, residential care facilities, and housing for any supported living arrangement, as herein defined.

"Hydroperiod" means the seasonal occurrence of flooding and/or soil saturation; it encompasses depth, frequency, duration, and seasonal pattern of inundation.

-I-

"Illicit discharge" means all nonstormwater discharges to stormwater drainage systems that cause or contribute to a violation of state water quality, sediment quality or groundwater quality standards, including but not limited to sanitary sewer connections, industrial process water, interior floor drains, car washing and greywater systems.

"Impervious surface" means a hard surface area which either prevents or retards the entry of water into the soil mantle as under natural conditions prior to development, and/or a hard surface area which causes water to run off the surface in greater quantities or at an increased rate of flow from the flow present under natural conditions prior to development. Common impervious surfaces include, but are not limited to, rooftops, walkways, patios, driveways, parking lots or storage areas, concrete or asphalt paving, gravel roads, packed earthen materials, and oiled, macadam or other surfaces which similarly impede the natural infiltration of stormwater. Open, uncovered retention/detention facilities shall not be considered as impervious surfaces.

"Individual unit lot" means a lot created through the unit lot subdivision process of Chapter 15.16 CMC and designated for duplex, cottage housing and/or townhouse development.

"Insurance agencies" means business establishments that offer insurance services.

"Interflow" means that portion of rainfall that infiltrates into the soil and moves laterally through the upper soil horizons until intercepted by a stream channel or until it returns to the sumacs for example, in a wetland, spring or seep.

"Intermediate care facility or institution" means an institutional facility maintained for the purpose of providing accommodations for more than nine persons needing medical care and supervision at a lower level than that provided in a nursing care institution but at a higher level than that provided in institutions for the handicapped or infirm.

"Intermediate care home" means a facility maintained for the purpose of providing accommodations for not more than seven occupants needing medical care and supervision at a lower level than that provided in a nursing care institution but at a higher level than that provided in institutions for the handicapped or infirm.

"Internally illuminated signs" means signs where the source of the illumination is inside the sign and light emanates through the message of the sign, rather than being reflected off the surface of the sign from an external source. Without limiting the generality of the foregoing, signs that consist of or contain tubes that: (1) are filled with neon or some other gas that glows when an electric current passes through it; and (2) are intended to form or constitute all or part of the message of the sign, rather than merely providing illumination to other parts of the sign that contain the message, shall also be considered internally illuminated signs.

-J-

"Junk" means any scrap, waste, reclaimable material, or debris, whether or not stored, for sale or in the process of being dismantled, destroyed, processed, salvaged, stored, baled, disposed, or other use or disposition.

"Junkyard" means any area, lot, land, parcel, building, or structure, or part thereof, used for the storage, collection, processing, purchase, sale, salvage, or disposal of junk.

-K-

"Kennel" means a commercial operation that: (1) provides food and shelter and care of animals for purposes not primarily related to medical care (a kennel may or may not be run by or associated with a veterinarian); or (2) engages in the breeding of animals for sale.

-L-

"Land clearing" means the cutting, logging, or removal of enough vegetation so that the overall nature of a site's vegetation is altered, except for what would otherwise be considered gardening, landscaping, or yard maintenance on a developed lot or portion of a lot where not all of the lot is developed. For example, selectively logging a few mature trees from many trees would not be considered clearing, while logging all mature trees (even if immature ones are left) so that habitat value or shading is altered, shall be considered clearing. Another example of clearing would be to grub or remove all groundcover (blackberries, etc.) over the area limits specified in the code, while partial grubbing of this area may not be.

"Land disturbing activity" means any activity that results in a change in the existing soil cover (both vegetative and nonvegetative) and/or the existing soil topography. Land disturbing activities include, but are not limited to demolition, construction, clearing, grading, filling and excavation.

"Landscaping" means any material used as a decorative feature, such as concrete bases, planter boxes, rockeries, driftwood, pole covers, decorative framing and shrubbery or planting materials, used in conjunction with a sign, which expresses the theme of the sign but which does not contain advertising copy.

"Large parcel erosion and sediment control plan" or "large parcel ESC plan" means a plan to implement BMPs to control pollution generated during land disturbing activity. Guidance for preparing a large parcel ESC plan is contained in the manual.

"Livestock or poultry merchant wholesalers" means an establishment selling poultry, sheep, cows or other animals or their meat or other products on a wholesale basis.

"Loading and unloading area" means that portion of the vehicle accommodation area used to satisfy the requirements of Section 15.72.100 (Loading and unloading areas).

"Locally sponsored essential public facility" means any essential public facility that is proposed, operated, owned or otherwise sponsored by a proponent other than a state agency, a county, or another regional entity.

"Lot" means a fractional part of divided lands having fixed boundaries, being of sufficient area and dimension to meet minimum zoning requirements for width and area. The term shall include tracts or parcels. If a public body or any authority with the power of eminent domain condemns, purchases, or otherwise obtains fee simple title to or a lesser interest in a strip of land cutting across a parcel of land otherwise characterized as a lot by this definition, or a private road is created across a parcel of land otherwise characterized as a lot by this definition, and the interest thus obtained or the road so created is such as effectively to prevent the use of this parcel as one lot, then the land on either side of this strip shall constitute a separate lot. Subject to Section 15.32.020 (Nonconforming lots), the permit-issuing authority and the owner of two or more contiguous lots may agree to regard the lots as one lot if necessary or convenient to comply with any of the requirements of this title.

"Lot area" means the total area circumscribed by the boundaries of a lot, except that: (1) when the legal instrument creating a lot shows the boundary of the lot extending into a public street right-of-way, then the lot boundary for purposes of computing the lot area shall be the street right-of-way line, or if the right-of-way line cannot be determined, a line running parallel to and thirty feet from the center of the traveled portion of the street, and (2) in a residential district, when a private road that serves more than three dwelling units is located along any lot boundary, then the lot boundary for purposes of computing the lot area shall be the inside boundary of the traveled portion of that road.

"Lowest floor" means the lowest floor of the lowest enclosed area (including basement). An unfinished or flood resistant enclosure, usable solely for parking of vehicles, building access or storage, in an area other than a basement area, is not considered a building's lowest floor, provided that such

enclosure is not built so as to render the structure in violation of the applicable non-elevation design requirements.

"Low-volume traffic generation" means uses such as furniture stores, carpet stores, major appliance stores, etc., that sell items that are large and bulky, that need a relatively large amount of storage or display area for each unit offered for sale, and that therefore generate less customer traffic per square foot of floor space than stores selling smaller items.

-M-

"Mansard roof" means a sloped roof or roof-like facade architecturally able to be treated as a building wall.

"Manufactured home" means a structure, transportable in one or more sections, which is built on a permanent chassis and is designed for use with or without a permanent foundation when attached to the required utilities. The term "manufactured home" does not include a "recreational vehicle."

"Manufactured home park or subdivision" means a parcel (or contiguous parcels) of land divided into two or more manufactured home lots for rent or sale.

"Marquee" means a permanent structure attached to, supported by, and projecting from a building and providing protection from the weather elements, but which does not include a projecting roof. For purposes of the ordinance codified in this chapter, a freestanding, permanent, roof-like structure providing protection from the elements, such as a service station gas pump island, will also be considered a marquee. The definition also includes an awning and a canopy.

"Master development plan" means a plan for one or more contiguous parcels establishing land use and layout of buildings including site design, transportation and circulation, utilities, recreational and cultural facilities, environmentally sensitive areas, and landscaping.

Mean Sea Level: For purposes of the National Flood Insurance Program, the vertical datum to which Base Flood Elevations shown on a community's Flood Insurance Rate Map are referenced.

"Mitigation" means any of the following: (1) avoiding the impact altogether by not taking a certain action or part of an action; (2) minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts; (3) rectifying the impact by repairing, rehabilitating or restoring the affected environment; (4) reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action; and (5) compensation for the impact by replacing, enhancing, or providing substitute resources or environments.

Mobile Home, Class A. "Class A mobile home" means a mobile home constructed after July 1, 1976, that meets or exceeds the construction standards promulgated by the U.S. Department of Housing and Urban Development that were in effect at the time of construction and that satisfies each of the following additional criteria:

1. The home has a length not exceeding four times its width;
2. The pitch of the home's roof has a minimum vertical rise of one foot for each five feet of horizontal run, and the roof is finished with a type of shingle that is commonly used in standard residential construction;
3. The exterior siding consists of wood, hardboard, or aluminum (vinyl covered or painted, but in no case exceeding the reflectivity of gloss white paint) comparable in composition, appearance, and durability to the exterior siding commonly used in standard residential construction;
4. A continuous, permanent masonry foundation, un-pierced except for required ventilation and access, is installed under the home; and
5. The tongue, axles, transporting lights, and removable towing apparatus are removed after placement on the lot and before occupancy.

Mobile Home, Class B. "Class B mobile home" means a mobile home constructed after July 1, 1976, that meets or exceeds the construction standards promulgated by the U.S. Department of Housing and

Urban Development that were in effect at the time of construction but that does not satisfy the criteria necessary to qualify the house as a Class A mobile home.

Mobile Home, Class C. "Class C mobile home" means any mobile home that does not meet the definitional criteria of a Class A or Class B mobile home.

"Mobile home park" means a residential use in which more than one mobile or manufactured home is located on a single lot.

"Mobile or manufactured home" means a dwelling unit that: (1) is not constructed in accordance with the standards set forth in the Uniform Building Code applicable to site-built homes; and (2) is composed of one or more components, each of which was substantially assembled in a manufacturing plant and designed to be transported to the home site on its own chassis, and (3) exceeds forty feet in length and eight feet in width.

"Model home" means a single-family residence open to the public for sales promotion to demonstrate the types and finishes of homes available in the subdivision. A model home is constructed in an approved preliminary plat which has not yet received final plat approval.

"Modular home" means a dwelling unit constructed in accordance with the standards set forth in the Uniform Building Code applicable to site-built homes and composed of components substantially assembled in a manufacturing plant and transported to the building site for final assembly on a permanent foundation. Among other possibilities, a modular home may consist of two sections transported to the site in a manner similar to a mobile home (except that the modular home meets requirements of the Uniform Building Code applicable to site-built homes), or a series of panels or room sections transported on a truck and erected or joined together on the site.

"Mortgage brokers" means an establishment where mortgages brokers conduct business.

"Movie theaters" means a place where the primary use is to show movies to the public.

"Multiple-building complex" means a group of commercial or industrial structures.

"Multifamily" means a residential use consisting of a building containing three or more dwelling units. For purposes of this definition, a building includes all dwelling units that are enclosed within that building or attached to it by a common floor or wall (even the wall of an attached garage or porch).

"Multiple-tenant building" means a single structure that houses more than one retail business, office or commercial venture, but that does not include residential apartment buildings sharing the same lot, access and/or parking facilities.

-N-

"Natural location" means the location of those channels, scales, and other nonman-made conveyance systems as defined by the first documented topographic contours existing for the subject property, either from maps or photographs, or such other means as appropriate.

"New construction" For the purposes of determining insurance rates, structures for which the "start of construction" commenced on or after the effective date of an initial Flood Insurance Rate Map or after December 31, 1974, whichever is later, and includes any subsequent improvements to such structures. For floodplain management purposes, "new construction" means structures for which the "start of construction" commenced on or after the effective date of a floodplain management regulation adopted by a community and includes any subsequent improvements to such structures.

"New development" means any of the following activities: land disturbing activities, structural development, including construction, installation or expansion of a building or other structure; creation of impervious surfaces; Class IV—General forest practices that are conversions from timber land to other uses; and subdivision and short subdivision of land as defined in RCW 58.17.020. All other forest practices and commercial agriculture are not considered new development.

"New manufactured home park or subdivision," for floodplain management purposes, means a manufactured home park or subdivision for which the construction of facilities for servicing the lots on which the manufactured homes are to be affixed (including at a minimum, the installation of utilities, the

construction of streets, and either final site grading or the pouring of concrete pads) is completed on or after the effective date of adopted floodplain management regulations.

"Nonconforming lot" means a lot existing at the effective date of the ordinance codified in this title (and not created for the purposes of evading the restrictions of this title) that does not meet the minimum area requirement of the district in which the lot is located.

"Nonconforming project" means any structure, development, or undertaking that is incomplete at the effective date of the ordinance codified in this title and would be inconsistent with any regulation applicable to the district in which it is located if completed as proposed or planned.

"Nonconforming situation" means a situation that occurs when, on the effective date of the ordinance codified in this title, any existing lot or structure or use of an existing lot or structure does not conform to one or more of the regulations applicable to the district in which the lot or structure is located. Among other possibilities, a nonconforming situation may arise because a lot does not meet minimum acreage requirements, because structures exceed maximum height limitations, because the relationship between existing buildings and the land (in such matters as density and setback requirements) is not in conformity with this title, or because land or buildings are used for purposes made unlawful by this title. Nonconforming signs shall not be regarded as nonconforming situations for purposes of Chapter 15.32 (Nonconforming Situations).

"Nonconforming use" means a nonconforming situation that 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 nonconforming 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 nonconforming use.)

"Nursing care facility or institution" means an institutional facility maintained for the purpose of providing skilled nursing care and medical supervision at a lower level than that available in a hospital to more than nine persons.

"Nursing care home" means a facility maintained for the purpose of providing skilled nursing care and medical supervision at a lower level than that available in a hospital to not more than nine persons.

-O-

"Off-premises signs" means a sign that draws attention to or communicates information about a business, service, commodity, accommodation, attraction, or other enterprise or activity that exists or is conducted, sold, offered, maintained, or provided at a location other than the premises on which the sign is located.

On-Premises Sign. See Sign, On-Premises.

"Owner" means all persons, partnerships, corporations, and other legal entities that have an ownership interest (including purchasers and sellers under a real estate contract) in the subject property.

-P-

"Parapet" means a false front or wall extension above the roof line.

"Parent site" means the original property that is subdivided into individual unit lots through the unit lot subdivision process of Chapter 15.16.

"Parking area aisles" means a portion of the vehicle accommodation area consisting of lanes providing access to parking spaces.

"Parking space" means a portion of the vehicle accommodation area set aside for the parking of one vehicle.

"Pasture" means an area covered with grass or other plants used or suitable for the grazing of livestock. (Note: Definition from Webster's.)

"People with functional disabilities" means:

1. A person who, because of recognized chronic physical or mental condition or disease, is functionally disabled to the extent of: (a) needing care, supervision, or monitoring to perform activities of daily living or instrumental activities of daily living; or (b) needing supports to ameliorate or compensate for the effects of the functional disability so as to lead as independent a life as possible; or (c) having a physical or mental impairment which substantially limits one or more of such person's major life activities; or (d) having a record of having such an impairment; or
2. Being regarded as having such an impairment, but such term does not include current, illegal use of or active addition to a controlled substance.

"Perimeter" means the boundary of the square or rectangle required to enclose the sign.

"Permanent stormwater quality control (PSQC) plan" means a plan which includes permanent BMPs for the control of pollution from stormwater runoff after construction and/or land disturbing activity has been completed. For small sites, this requirement is met by implementing a small parcel erosion and sediment control plan. Guidance on preparing a PSQC plan is contained in the manual.

"Permit-issuing authority." Wherever this code refers to the "permit-issuing authority" it refers to that person, board, office, or institution having jurisdiction over the permit in question.

"Person" means an individual, firm, partnership, association, corporation, company, institution, or organization.

"Pet daycare facility" means any commercial facility where four or more dogs or other pet animals are left by their owners for periods of supervised social interaction in play groups with other animals of the same species; for the majority of the time the pets are at the facility during the hours the facility is open to the public.

"Planned business district" means commercial development of contiguous properties in conformance with a master development plan.

"Planned residential development" means a development constructed on at least five acres under single application, planned and developed as an integral unit, and consisting of single-family detached residences and may be combined with two-family residences, multifamily residences, public/semi-public amenities (e.g., usable open space, a community center, recreational facilities, etc.), or a combination thereof, all developed in accordance with Section 15.44.020 Planned residential developments.

"Planning jurisdiction" means the area within the city limits as well as any area beyond the city limits within which the city is authorized to plan for and regulate development, as set forth in Section 15.04.030 (Jurisdiction).

"Planning official" means the person appointed by the city manager to serve as the city planner.

Plat, Final. "Final plat" means the final drawing of the subdivision and dedication prepared for filing for record with the county assessor and containing all elements and requirements set forth in this title.

Plat, Preliminary, or Plat, Preliminary Short. "Preliminary plat" or "preliminary short plat" means a neat and approximate drawing of a proposed subdivision showing the general layout of streets and alleys, lots, blocks, restrictive covenants, and other elements of a subdivision consistent with the requirements of this title. The preliminary plat shall be the basis for the approval or disapproval of the general layout of a subdivision.

"Pollution" means contamination or other alteration of the physical, chemical, or biological properties, of waters of the state, including change in temperature, taste, color, turbidity, or odor of the waters, or such discharge of any liquid, gaseous, solid, radioactive or other substance into any waters of the state as will or is likely to create a nuisance or render such waters harmful, detrimental or injurious to the public health, safety or welfare, or to domestic, commercial, industrial, agricultural, recreational, or other legitimate beneficial uses, or to livestock, wild animals, birds, fish or other aquatic life.

"Premises" means the real estate (as a unit) which is involved by the sign or signs mentioned on this chapter.

"Private road or driveway" means every way or place in private ownership and used for travel of vehicles by the owner or those having express or implied permission from the owner, but not by other persons.

"Public place of adult entertainment" means any exhibition or dance constituting "adult entertainment," as defined in this section, which is for the use or benefit of a member or members of the adult public, or advertised for the use or benefit of a member or members of the adult public, held conducted, operated or maintained for a profit, direct or indirect.

"Public water supply system" means any water supply system furnishing potable water to two or more dwelling units or businesses or any combination thereof.

-R-

"Reader-board" means a sign face consisting of tracks to hold readily changeable letters allowing frequent changes of copy.

"Receive-only earth station" means an antenna and attendant processing equipment for reception of electronic signals from satellites.

Reasonably Safe from Flooding: Development that is designed and built to be safe from flooding based on consideration of current flood elevation studies, historical data, high water marks and other reliable data known to the community. In unnumbered A zones where flood elevation information is not available and cannot be obtained by practicable means, reasonably safe from flooding means that the lowest floor is at least two feet above the Highest Adjacent Grade.

"Recreational vehicle," for floodplain management purposes, means a vehicle which is:

1. Built on a single chassis;
2. Four hundred square feet or less when measured at the largest horizontal projection;
3. Designed to be self-propelled or permanently towable by a light duty truck; and
4. Designed primarily not for use as a permanent dwelling but as temporary living quarters for recreational, camping, travel, or seasonal use.

"Redevelopment" means on an already developed site, the creation or addition of impervious surfaces, structural development including construction, installation or expansion of a building or other structure, and/or replacement of impervious surface that is not part of a routine maintenance activity, and land disturbing activities associated with structural or impervious redevelopment.

"Regional retention/detention system" means a stormwater quantity control structure designed to correct existing excess surface water runoff problems of a basin or sub-basin. The area downstream has been previously identified as having existing or predicted significant and regional flooding and/or erosion problems. This term is also used when a detention facility is used to detain stormwater runoff from a number of different businesses, developments or areas within a catchment.

"Religious organizations" (including houses of worship), means a place where people congregate to worship or otherwise participate in religious activities. Includes but is not limited to churches, synagogues, temples and mosques.

"Retention/detention facility (R/D)" means a type of drainage facility designed either to hold water for a considerable length of time and then release it by evaporation, plant transpiration, and/or infiltration into the ground; or to hold surface and stormwater runoff for a short period of time and then release it to the surface and stormwater management system.

"Reverse frontage lot" is a double frontage lot for which the boundary along one of the streets is established as the rear lot line.

"Riding stables" means a place where horses are lodged and fed and made available for riding.

"Right-of-way (ROW)" means that area of land dedicated for public use or secured by the public for purposes of ingress and egress to abutting property and other public purposes, such as space for utility lines, appurtenances and similar components.

"Road" means all ways used to provide motor vehicle access to: (1) two or more lots, or (2) two or more distinct areas or buildings in unsubdivided developments.

"Roadway" means that portion of a highway improved, designed, or ordinarily used for vehicular travel, exclusive of the sidewalk or shoulder even though such sidewalk or shoulder is used by persons riding bicycles. In the event a highway includes two or more separated roadways, the term "roadway" shall refer to any such roadway separately but shall not refer to all such roadways collectively.

"Roofline" means the top edge of a roof or parapet or the top line of a building silhouette.

Rooming House. See "Boarding house."

-S-

"Senior housing" means multifamily dwellings specifically designed for occupancy by persons of fifty-five years of age or older and able to live independently. (Note: Definition from residential design guidelines.)

Sensitive areas. See definition for "Critical areas."

"Servient lot" means any lot which has the burden of providing an access easement for use by other lots.

"Setback" means the minimum required distance between a structure and a specified line such as a lot, easement or buffer line that is required to remain free of structures.

"Shoreline master program" means the city's policies and goals for use of shorelines adopted pursuant to RCW 90.58.

Short Plat. See Plat, Preliminary.

Short Subdivision. See Subdivision, Short.

"Sidewalk" means that property between the curb lines or the lateral lines of a roadway and the adjacent property, set aside and intended for the use of pedestrians or such portion of private property parallel and in proximity to a public highway and dedicated to use by pedestrians.

"Sign" means any visual communication device, structure, or fixture which is visible from any right-of-way and is intended to aid the establishment in question in promoting the sale of products, goods, services, events; or to identify a building using graphics, letters, figures, symbols, trademarks or written copy. Painted wall designs or patterns which do not represent a product, service or registered trademark; or which do not identify the user, shall not be considered signs. If a design or pattern is combined with a sign, only that part of the design or pattern which cannot be distinguished from the sign will be considered as part of the sign.

Sign, Abandoned. "Abandoned sign" means a sign that no longer correctly identifies, exhorts, or advertises any person, business, lesser, owner, product, or activity conducted or available on the premises where such sign is located.

Sign, Advertising. "Advertising sign" means a sign that directs attention to a business, commodity, service, or entertainment conducted, sold, or offered elsewhere than upon the premises where such sign is located, or to which it is affixed.

"Sign area" means the entire area of a sign on which copy is to be placed. Only one side of a double-faced sign shall be included. Sign structure, architectural embellishments, framework and decorative features which contain no written or advertising copy shall not be included. Sign area shall be calculated by measuring the area determined by the perimeter as previously defined in this section.

Sign, Backlit. "Backlit sign" means signs that are artificially illuminated from within or from behind.

Sign, Billboard. "Billboard sign" means a sign or sign structure supported by one or more uprights and braces in the ground or on a building roof upon which general advertising matter is placed, usually by the poster method, erected entirely upon private property.

Sign, Business. "Business sign" means a sign which directs attention to a business or profession conducted, or to a commodity, service, or entertainment sold, or offered upon the premises where such sign is located, or to which it is affixed.

Sign, Changing Message Center. "Changing message center sign" means an electronically controlled public service time and temperature sign, message center, or readerboard where different copy changes of a public service or commercial nature are shown on the same lampbank.

Sign, Construction. "Construction sign" means a temporary sign designating the contractor(s), architect(s), and engineer(s) participating in a construction project underway on the same premises. A construction sign may also include the name of the project.

Sign, Double-Faced. "Double-faced sign" means a sign with two faces.

Sign, Electrical. "Electrical sign" means a sign or sign structure in which electrical wiring, connections, and/or fixtures are used as part of the sign proper.

Sign, Flashing. "Flashing sign" means an electrical sign or portion thereof that changes light intensity in a sudden transitory burst or that switches on and off in a constant pattern with more than one-third of the light source that is not constant being off at any one time.

Sign, Freestanding. "Freestanding sign" means a sign attached to the ground by a sign structure and supported by uprights placed on or in the ground.

Sign, Garage or Yard Sale. "Garage or yard sale sign" means a sign advertising a private sale of personal household possessions; not for the use of any commercial venture.

"Sign height" means the greater of:

1. The vertical distance measured from the average finished elevation within the sign outline to the highest point of the sign;
2. The vertical distance measured from the highest point of the pre-existing natural elevation within the sign outline to the highest point of the sign.

Sign, Identification. "Identification sign" means a sign of an informational nature that directs attention to certain uses other than businesses, individual private residences or home occupations.

Sign, Incidental. "Incidental sign" means a small, nonelectric information sign two square feet or less in area which pertains to goods, products, services, or facilities which are available on the premises where the sign occurs and which is intended primarily for the convenience of the public while on the premises.

Sign, Nameplate. "Nameplate sign" means a sign designating the name and address of the resident, residence, or its home occupation.

Sign, Nonconforming. "Nonconforming sign" means a sign that, on the effective date of the ordinance codified in this title, does not conform to one or more of the regulations set forth in this title, particularly Chapter 15.68 Signs.

Sign, Off-premises. "Off-premises sign" means a sign relating, through its message and content, to a business activity, use, product, or service not available on the premises on which the sign is erected.

Sign, On-premises. "On-premises sign" means a sign which carries only advertisements and messages strictly applicable to a lawful use of the premises on which it is located.

Sign, On-premises Directional. "On-premises directional sign" means a permanent sign that directs the public to a specific place such as an entrance, exit, or parking or service area, or to a particular aspect of a business establishment.

"Sign permit" means a permit issued by the land-use administrator that authorizes the recipient to erect, move, enlarge, or substantially alter a sign.

Sign, Pole. "Pole sign" means a sign that is attached to a single pole.

Sign, Political. "Political sign" means a sign which exclusively advertises a candidate or candidates for public elective office, a political party, or exclusively promotes a position on a public or ballot issue.

Sign, Portable. "Portable sign" means any sign which is not permanently affixed and is designated for or capable of being moved, except those signs explicitly designed for people to carry on their person.

Sign, Portable Reader Board. "Portable reader board sign" means a lighted or unlighted business sign or part of a sign on which the letters are readily replaceable such that the copy can be changed from time to time at will, and that is capable of being moved easily or trailer mounted and is not permanently affixed to the ground, structure or building.

Sign, Principal. "Principal sign" means a business sign which may be freestanding, wall mounted, or projecting, and is lighted or unlighted, and does not exceed eighty square feet in area.

Sign, Projecting. "Projecting sign" means a sign which is attached to and projects more than one foot from a structure, building face or marquee.

Sign, Real Estate. "Real estate sign" means a temporary sign erected by the owner, or his/her agent, that advertises the real estate upon which the sign is located for rent, lease or sale, or directing people to the property.

Sign, Revolving. "Revolving sign" means a sign which rotates or turns in motion in a circular pattern.

Sign, Roof. "Roof sign" means a sign fully supported by and erected on and above a roof of a building or structure. (Shall not include a sign erected on the face of a mansard roof.)

Sign, Secondary. "Secondary sign" means a business sign which may be projecting, portable, or wall mounted and does not exceed twenty square feet in area.

Sign, Standing. "Standing sign" means a freestanding sign attached to two or more supports above ground, as distinct from a monument freestanding sign. Typically made of wood.

"Sign structure" means any structure which supports or is designed to support any sign as defined in this chapter. A sign structure may be a single pole or may or may not be an integral part of the building.

Sign, Temporary. "Temporary sign" means a sign that: (1) is used in connection with a circumstance, situation, or event that is designed, intended or expected to take place or to be completed within a reasonably short or definite period after the erection of such sign, or (2) is intended to remain on the location where it is erected or placed for a period of not more than fifteen days. If a sign display area is permanent but the message displayed is subject to periodic changes, that sign shall not be regarded as temporary. It also means any real estate, special event, garage sale, construction, or political sign displayed for a limited period of time.

Sign, Traffic/Directional. "Traffic/directional sign" means a sign that is located to guide or direct pedestrian or vehicular traffic to parking entrances, exits and service areas.

Sign, Under-Marquee. "Under-marquee sign" means a sign attached to and suspended from the underside of a marquee or canopy.

Sign, Wall. "Wall sign" means a sign attached or erected parallel to and extending not more than one foot from the facade or face of any building to which it is attached and supported throughout its entire length, with the exposed face of the sign parallel to the plane of the wall or facade. Signs incorporated into mansard roofs, marquees or canopies shall be treated as wall signs.

Sign, Wall Mounted. "Wall mounted sign" means a sign attached or erected parallel to and extending not more than eighteen inches from the facade or wall of any building to which it is attached and supported through its entire length, with the exposed face of the sign parallel to the plane of said wall or facade. A sign painted on the wall of a building or a sign painted or attached to a marquee shall be considered a wall mounted sign.

Sign, Window. "Window sign" means a sign painted on, affixed to or otherwise displayed within a window.

Significant Tree(s). See Tree(s), Significant.

"Single-family detached, one dwelling unit per lot" means a residential use consisting of a single detached building containing one dwelling unit and located on a lot containing no other dwelling units.

"Site" means the portion of a piece of property which is directly subject to development.

"Slope" means the degree of deviation of a surface from the horizontal; measured as a numerical ratio, percent, or in degrees. Expressed as a ratio, the first number is the horizontal distance (run) and the second is the vertical distance (rise), as two is to one. A two is to one slope is a fifty percent slope. Expressed in degrees, the slope is the angle from the horizontal plane, with a ninety degree slope being vertical (maximum) and forty-five degree being a one is to one or one hundred percent slope.

"Small parcel erosion and sediment control plan," or "small parcel ESC plan" means a plan for small sites to implement temporary BMPs to control pollution generated during the construction phase only, primarily erosion and sediment.

"Social and fraternal clubs, lodges" means places where club members may congregate and where food and drink may be provided.

"Soil" means the unconsolidated mineral and organic material on the immediate surface of the earth that serves as a natural medium for the growth of land plants.

"Source control BMP" means a BMP that is intended to prevent pollutants from entering stormwater. A few examples of source control BMPs are: erosion control practices, maintenance of stormwater facilities, constructing roofs over storage and working areas, and directing wash water and similar discharges to the sanitary sewer or a dead-end sump.

"Special events" means circuses, fairs, carnivals, festivals, or other types of special events held on private property that: (1) run for longer than one day but not longer than two weeks; (2) are intended to or likely to attract substantial crowds; and (3) are unlike the customary or usual activities generally associated with the property where the special event is to be located.

"Special needs child care home" means a home for not more than nine orphaned, abandoned, dependent, abused, or neglected children, together with not more than two adults who supervise such children, all of whom live together as a single housekeeping unit.

"Special use permit" means a permit issued by the city planner that authorizes the recipient to make use of property in accordance with the requirements of this title as well as any additional requirements imposed by the city planner.

"Standard record of survey" means a record of survey form approved by the city and in accordance with RCW 58.09.

"Start of construction" means and includes substantial improvement, and means the date the building permit was issued provided the actual start of construction, repair, reconstruction, placement or other improvement was within one hundred eighty days of the permit date. The "actual start" means either the first placement of permanent construction of a structure on a site, such as the pouring of slab or footings, the installation of piles, the construction of columns, or any work beyond the stage of excavation; or the placement of a manufactured home on a foundation. Permanent construction does not include land preparation, such as clearing, grading and filling; nor does it include the installation of streets and/or walkways; nor does it include excavation for a basement, footings, piers, or foundations or the erection of temporary forms; nor does it include the installation on the property of accessory buildings, such as garages or sheds not occupied as dwelling units or not part of the main structure. For a substantial improvement, the "actual start of construction" means the first alteration of any wall, ceiling, floor, or other structural part of a building, whether or not that alteration affects the external dimensions of the building.

"State or regionally sponsored essential public facility" means any essential public facility that is proposed, operated, owned or otherwise sponsored by a state agency, a county, or another regional entity.

"Stormwater" means that portion of precipitation that does not naturally percolate into the ground or evaporate, but flows via overland flow, interflow, channels or pipes into a defined surface water channel, or a constructed infiltration facility.

"Stormwater drainage system" means constructed and natural features which function together as a system to collect, convey, channel, hold, inhibit, retain, detain, infiltrate, divert, treat or filter stormwater.

"Stormwater facility" means a constructed component of a stormwater drainage system, designed or constructed to perform a particular function, or multiple functions. Stormwater facilities include, but are not limited to, pipes, scales, ditches, culverts, street gutters, detention basins, retention basins, constructed wetlands, infiltration devices, catchbasins, oil/water separators, sediment basins and modular pavement.

"Stormwater site plan" means a plan which includes an erosion and sediment control (ESC) plan and a permanent stormwater quality control plan (PSQCP). For small sites, this plan is the equivalent of a small parcel erosion and sediment control plan.

"Street" means a public way open to public use, including an avenue, place, drive, boulevard, parkway, highway, roadway, or any similar way, except an alley. It also means a public street or a street with respect to which an offer of dedication has been made.

Street, Arterial. "Arterial street" means a major street in the city's street system that serves as an avenue for the circulation of traffic onto, out, or around the city and carries high volumes of traffic.

Street, Collector. "Collector street" means a street whose principal function is to carry traffic between minor, local, and subcollector streets and arterial streets but that may also provide direct access to abutting properties. It serves or is designed to serve, directly or indirectly, more than two hundred dwelling units and is designed to be used or is used to carry more than one thousand six hundred trips per day.

Street, Cul-de-Sac. "Cul-de-sac street" means a street that terminates in a vehicular turnaround.

Street, Local. "Local street" means a street whose sole function is to provide access to abutting properties. It serves or is designed to serve at least fifteen but not more than seventy-five dwelling units and is expected to or does handle up to six hundred trips per day.

Street, Marginal Access. "Marginal access street" means a street that is parallel to and adjacent to an arterial street and that is designed to provide access to abutting properties so that these properties are somewhat sheltered from the effects of the through traffic on the arterial street and so that the flow of traffic on the arterial street is not impeded by direct driveway access from a large number of abutting properties.

Street, Minor. "Minor street" means a street whose sole function is to provide access to abutting properties. It serves or is designed to serve not more than fifteen dwelling units and is expected to or does handle up to one hundred twenty-five trips per day.

Street, Sub-collector. "Sub-collector street" means a street whose principal function is to provide access to abutting properties but is also designed to be used or is used to connect minor and local streets with collector or arterial streets. Including residences indirectly served through connecting streets, it serves or is designed to serve at least fifty but not more than two hundred dwelling units and is expected to or does handle between four hundred and one thousand trips per day.

"Structure" means anything constructed or erected. For floodplain management purposes, a walled and roofed building, including a gas or liquid storage tank, that is principally above ground, as well as a manufactured home.

"Subdivision" means the division or redivision of land into lots, tracts, parcels, sites, or divisions for the purpose of sale, lease, or transfer of ownership; but the following shall not be included within this definition nor be subject to the regulations of this title applicable strictly to subdivisions: the public acquisition by purchase or dedication of strips of land for widening or opening streets.

Subdivision, Architecturally Integrated. "Architecturally integrated subdivision" means a subdivision in which approval is obtained not only for the division of land into lots but also for a configuration of principal buildings to be located on such lots. The plans for an architecturally integrated subdivision shall show the

dimensions, height, and location of all such buildings to the extent necessary to comply with the purpose and intent of architecturally integrated subdivisions as set forth in Section 15.48.080.

Subdivision, Formal. "Formal subdivision" means the division or redivision of land into five or more lots, tracts, parcels, sites, or divisions for the purpose of sale, lease, or transfer of ownership.

Subdivision, Major. "Major subdivision" means the division or redivision of land into five or more lots, tracts, parcels, sites, or divisions for the purpose of sale, lease, or transfer of ownership.

Subdivision, Short. "Short subdivision" means the division or redivision of land into four or fewer lots, tracts, parcels, sites, or divisions for the purpose of sale, lease, or transfer of ownership.

"Substantial damage," for floodplain management purposes, means damage of any origin sustained by a structure whereby the cost of restoring the structure to its before damaged condition would equal or exceed fifty percent of the market value of the structure before the damage occurred.

"Substantial improvement" means any repair, reconstruction, or improvement of a structure, the cost of which equals or exceeds fifty percent of the market value of the structure either:

1. Before the improvement or repair is started; or
2. If the structure has been damaged and is being restored, before the damage occurred. For the purposes of this definition "substantial improvement" is considered to occur when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure. The term does not, however, include either:
 - (a) Any project for improvement of a structure to correct existing violations of state or local health, sanitary, or safety code specifications which have been identified by the local code enforcement official and which are the minimum necessary to assure safe living conditions; or
 - (b) Any alteration of a structure listed on the National Register of Historic Places or a State Inventory of Historic Places.

"Supported living arrangement" means a living unit owned or rented by one or more persons with functional disabilities who receive assistance with activities of daily living, instrumental activities of daily living, and/or medical care from an individual or agency licensed and/or reimbursed by a public agency to provide such assistance.

-T-

"Temporary emergency, construction, or repair residence" means a residence (which may be a mobile home) that is: (1) located on the same lot as a residence made uninhabitable by fire, flood, or other natural disaster and occupied by the persons displaced by such disaster, or (2) located on the same lot as a residence that is under construction or undergoing substantial repairs or reconstruction and occupied by the persons intending to live in such permanent residence when the work is completed, or (3) located on a nonresidential construction site and occupied by persons having construction or security responsibilities over such construction site.

Temporary Sign. See Sign, Temporary.

"Toe of slope" means a point or line of slope in an excavation or cut where the lower surface changes to horizontal or meets the existing ground slope.

"Top of slope" means a point or line on the upper surface of a slope where it changes to horizontal or meets the original surface.

"Tourist home" means a single-family structure in which rooms are rented by the day or week.

"Tower" means any structure whose principal function is to support an antenna.

"Townhouses" means a single-family dwelling attached in a row of at least two dwelling units. Each unit has its own and front and rear access to the outside, no unit is located over another unit, and each

unit is separated from any other unit by one or more vertical, wholly opaque, common fire-resistant walls having no doors or windows.

"Tract" means a lot (see definition in this section). The term "tract" is used interchangeably with the term lot, particularly in the context of subdivisions, where one "tract" is subdivided into several "lots."

"Travel trailer" means a structure that: (1) is intended to be transported over the streets and highways (either as a motor vehicle or attached to or hauled by a motor vehicle), and (2) is designed for temporary use as sleeping quarters but that does not satisfy one or more of the definitional criteria of a mobile home.

"Treatment BMP" means a BMP that is intended to remove pollutants from stormwater. A few examples of treatment BMPs are detention ponds, oil/water separators, biofiltration scales and constructed wetlands.

"Tree" means a self-supporting woody plant characterized by one main trunk or, for certain species, multiple trunks, that is recognized as a tree in the nursery and arboricultural industries.

Tree(s), Significant. "Significant tree(s)" means any viable tree twelve inches or greater caliper measured at d.b.h. (diameter breast height, four and one-half feet from the ground), except that trees of any size of the following species shall not be considered significant:

Black Locust (*Robinia pseudoacacia*)

Black cottonwood (*Populus trichocarpa*)

Cottonwood (*Populus freemontii*)

Native alder (Native *Alnus* only)

Native willow (Native *Salix* only)

Lombardy poplar (*Populus nigra*)

"Tree, viable" means a significant tree that a certified arborist has determined to be in good health, with a low risk of failure due to structural defects, is relatively windfirm if isolated or exposed, and is a species that is suitable for its location.

-U-

"Unstable slopes" means those sloping areas of land which have in the past exhibited, are currently exhibiting, or will likely in the future exhibit, mass movement of earth.

"Urban growth area" means that portion of the city's planning jurisdiction that lies outside the corporate limits of the city and within the urban growth boundary.

"Use" means the activity or function that actually takes place or is intended to take place on a lot.

Use, Principal. "Principal use" means a use listed in the table of permissible uses.

"Utility facilities" means any above ground structures or facilities (other than buildings, unless such buildings are used as storage incidental to the operation of such structures or facilities) owned by a governmental entity, a nonprofit organization, a corporation, or any entity defined as a public utility for any purpose by RCW 80.04.015 and used in connection with the production, generation, transmission, delivery, collection, or storage of water, sewage, electricity, gas, oil, or electronic signals. Excepted from this definition are utility lines and supporting structures listed in subsection 151(2).

Utility Facilities, Community or Regional. "Community or regional utility facilities" means all utility facilities other than neighborhood facilities.

Utility Facilities, Neighborhood. "Neighborhood utility facilities" means utility facilities that are designed to serve the immediately surrounding neighborhood and that must, for reasons associated with

the purpose of the utility in question, be located above ground in or near the neighborhood where such facilities are proposed to be located.

-V-

"Variance" means a grant of permission by the city that authorizes the recipient to do that which, according to the strict letter of this title, he could not otherwise legally do.

"Vegetation" means all organic plant life growing on the surface of the earth.

"Vehicle accommodation area" means that portion of a lot that is used by vehicles for access, circulation, parking, and loading and unloading. It comprises the total of circulation areas, loading and unloading areas, and parking areas.

"Vehicular access easement or tract" means a privately owned right-of-way.

"Vintage" means an object of old, recognized and enduring interest, importance or quality.

-W-

"Water body" means surface waters including rivers, streams, lakes, marine waters, estuaries, and wetlands.

"Water dependent structure" means a structure for commerce, industry, flood hazard reduction, or habitat enhancement which cannot exist in any other location and is dependent on the water by reason of the intrinsic nature of its operations.

"Watershed" means a geographic region within which water drains into a particular river, stream, or body of water as identified and numbered by the state of Washington Water Resource Inventory Areas (WRIAs) as defined in Chapter 173-500 WAC.

"Wetland" means as defined by RCW 36.70 or as hereafter amended, those areas that are inundated or saturated by ground or surface water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas. Wetlands do not include those artificial wetlands intentionally created from nonwetland sites, including, but not limited to swales, canals, detention facilities, wastewater treatment facilities, farm ponds, and landscape amenities, or those wetlands created after July 1, 1990, that were unintentionally created as a result of the construction of a road, street, or highway. Wetlands may include those artificial wetlands intentionally created from nonwetland areas to mitigate conversion of wetlands.

"Wholesale sales" means on-premises sales of goods primarily to customers engaged in the business of reselling the goods.

"Wooded area" means an area of contiguous wooded vegetation where trees are at a density of at least one six-inch or greater caliper tree per three hundred twenty-five square feet of land and where the branches and leaves form a contiguous canopy.

-Y-

"Year-round driving surface" means a minimum of two inches of asphalt concrete pavement atop a properly prepared base and sub-base. The city engineer may require this standard to be increased depending on specific circumstances.

(Ord. 745 § 4, 2008; Ord. 729 § 3 (Exh. C), 2008; Ord. 712 § 3, 2007; Ord. 700 § 5 (Exh. E), 2006; Ord. 684 § 1, 2005; Ord. 681 § 3, 2005; Ord. 679 § 3, 2005; Ord. 670 § 3 (Exh. C), 2005; Ord. 634 § 2, 2001; Ord. 610 § 1 (Attach. A) (part), 2000; Ord. 592 § 85, 1999)

(Ord. No. 782, § 3(Exh. B), 7-20-2010; Ord. No. 788, § 4, 12-7-2010; Ord. No. 854, § 2, 12-2-2014; Ord. No. 863, § 3, 8-4-2015; Ord. No. 866, § 3(Exh.B), 8-4-2015; Ord. No. 889, § 3, 8-15-

2017; Ord. No. 890, § 4, 10-17-2017; Ord. No. 908, § 2, 10-16-2018; Ord. No. 909, § 2(Exh. A), 10-16-2018)

Chapter 15.64 - FLOODWAYS, FLOODPLAINS, DRAINAGE, AND EROSION

Part I. - Floodways and Floodplains

15.64.010 - Findings—Purpose—Flood loss reduction.

- A. Findings. The flood hazard areas of the City of Carnation are subject to periodic inundation which results in loss of life and property, health, and safety hazards, disruption of commerce and governmental services, extraordinary public expenditures for flood protection and relief, and impairment of the tax base, all of which adversely affect the public health, safety, and general welfare. These flood losses are caused by the cumulative effect of obstructions in areas of special flood hazards which increase flood heights and velocities, and when inadequately anchored, damage uses in other areas. Uses that are inadequately floodproofed, elevated, or otherwise protected from flood damage also contribute to the flood loss.
- B. Purpose. It is the purpose of this ordinance to promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions in specific areas by provisions designed:
- (1) To protect human life and health;
 - (2) To minimize expenditure of public money and costly flood control projects;
 - (3) To minimize the need for rescue and relief efforts associated with flooding and generally undertaken at the expense of the general public;
 - (4) To minimize prolonged business interruptions;
 - (5) To minimize damage to public facilities and utilities such as water and gas mains, electric, telephone and sewer lines, streets, and bridges located in areas of special flood hazard;
 - (6) To help maintain a stable tax base by providing for the sound use and development of areas of special flood hazard so as to minimize future flood blight areas;
 - (7) To ensure that potential buyers are notified that property is in an area of special flood hazard; and
 - (8) To ensure that those who occupy the areas of special flood hazard assume responsibility for their actions.
 - (9) To ensure that development within the special flood hazard area complies with applicable local, state and federal regulations.
 - (10) Participate in and maintain eligibility for flood insurance and disaster relief.
- C. Flood loss reduction. In order to accomplish its purposes, this ordinance includes methods and provisions for:
- (1) Restricting or prohibiting uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or in flood heights or velocities;

- (2) Requiring that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;
- (3) Controlling the alteration of natural flood plains, stream channels, and natural protective barriers, which help accommodate or channel flood waters;
- (4) Controlling filling, grading, dredging, and other development which may increase flood damage; and
- (5) Preventing or regulating the construction of flood barriers which will unnaturally divert floodwaters or may increase flood hazards in other areas.

(Ord. 634 § 4, 2001)

(Ord. No. 864, § 2, 8-4-2015)

15.64.015 - General provisions.

- A. Applicability. The floodplain management regulations set forth in this chapter shall apply to all areas of special flood hazard within the jurisdiction of the City of Carnation.
- B. Basis for Establishing the Areas of Special Flood Hazard. The areas of special flood hazard identified by the Federal Insurance Administration in a scientific and engineering report entitled "The Flood Insurance Study for King County and Incorporated Areas" (FIS) dated August 19, 2020, and any revisions thereto, with an accompanying flood insurance rate map (FIRM), dated August 19, 2020, and any revisions thereto, are adopted by reference and declared to be a part of this chapter. The (FIS) and the FIRM are on file at the city and available for public inspection and copying. The best available information for flood hazard area identification as outlined in CMC Section 15.64.020(D)(4) shall be the basis for regulation until a new FIRM is issued which incorporates the data utilized under CMC Section 15.64.020(D)(4).
- C. Penalties. No structure or land shall hereafter be constructed, located, extended, converted, or altered without full compliance with the terms of this chapter and other applicable regulations. Violations of the provisions of this chapter by failure to comply with any of its requirements (including violations of conditions and safeguards established in connection with conditions), shall constitute a misdemeanor. Any person who violates this chapter or fails to comply with any of its requirements shall upon conviction thereof be fined not more than one thousand dollars or imprisoned for not more than ninety days, or both, for each violation, and in addition shall pay all costs and expenses involved in the case. Nothing herein contained shall prevent the city from taking such other lawful action as is necessary to prevent or remedy any violation.
- D. Abrogation and greater restrictions. This chapter is not intended to repeal, abrogate, or impair any existing easements, covenants, or deed restrictions. However, where this chapter and another ordinance, easement, covenant, or deed restriction conflict or overlap, whichever imposes the more stringent restrictions shall prevail.
- E. Interpretation. In the interpretation and application of this chapter, all provisions shall be:
 - (1) Considered as minimum requirements;
 - (2) Liberally construed in favor of the governing body; and
 - (3) Deemed neither to limit nor repeal any other powers granted under state statutes.
- F. Warning and disclaimer of liability. The degree of flood protection required by this chapter is considered reasonable for regulatory purposes and is based on scientific and engineering considerations. Larger floods can and will occur on rare occasions. Flood heights may be increased by man-made or natural causes. This chapter does not imply that land outside the areas of special flood hazards or uses permitted within such areas will be free from flooding or flood damages. This chapter shall not create liability on the part of the city, any officer or employee thereof, or the Federal

Insurance Administration, for any flood damages that result from reliance on this ordinance or any administrative decision lawfully made hereunder.

(Ord. 684 § 2, 2005; Ord. 634 § 5, 2001)

15.64.020 - Administration.

- A. Development Permit Required. A development permit shall be obtained before construction or development begins within any area of special flood hazard established in CMC 15.64.015(B). The permit shall be for all structures including manufactured homes, as set forth in CMC 15.08.010 and for all development including fill and other activities, also defined in CMC 15.08.010.
- B. Application for Development Permit. Application for a development permit shall be made on forms furnished by the city and may include, but not be limited to, plans in duplicate drawn to scale showing the nature, location, dimensions, and elevations of the area in question; existing or proposed structures, fill, storage of materials, drainage facilities, and the location of the foregoing. Specifically, the following information is required:
 - 1. Elevation in relation to mean sea level, of the lowest floor (including basement) of all structures;
 - 2. Elevation in relation to mean sea level to which any structure has been floodproofed;
 - 3. Certification by a registered professional engineer or architect that the floodproofing methods for any nonresidential structure meet the floodproofing criteria in CMC 15.64.035(B); and
 - 4. Description of the extent to which a watercourse will be altered or relocated as a result of proposed development.
 - 5. Assessment of the potential impacts of any development on the critical habitat of threatened and endangered salmon to ensure compliance with the Endangered Species Act (ESA) per the 2008 Biological Opinion on the implementation of the NFIP in the Puget Sound Region.
 - 6. Where development is proposed in the floodway, an engineering analysis indicating no rise of the base flood elevation
 - 7. Any other such information that may be reasonably required by the Floodplain Administrator in order to review the application.
- C. Designation of local administrator. The building official is hereby appointed to administer and implement this chapter by granting or denying development permit applications in accordance with its provisions.
- D. Duties and responsibilities of local administrator. The duties of the building official under this chapter shall include, but not be limited to:
 - 1. Review all development permits to determine that the permit requirements of this chapter have been satisfied;
 - 2. Review all development permits to determine that all necessary permits have been obtained from those federal, state, or local governmental agencies from which prior approval is required;
 - 3. Review all development permits to determine if the proposed development is located in the floodway. If located in the floodway, assure that the encroachment provisions of CMC 15.64.040 are met;
 - 4. When base flood elevation data has not been provided (A or V zone) in accordance with CMC Section 15.64.015(B), the building official shall obtain, review and reasonably utilize any base flood elevation and floodway data available from a federal, state or other source, in order to administer CMC Sections 15.64.035 and 15.64.040;
 - 5. Where base flood elevation data is provided through the Flood Insurance Study, FIRM, or required as in CMC 15.64.020(D)(4), obtain and record the actual elevation (in relation to mean

sea level) of the lowest floor (including basement) of all new or substantially improved structures, and whether or not the structure contains a basement;

6. For all new or substantially improved flood-proofed nonresidential structures where base flood elevation data is provided through the flood insurance study, FIRM, or as required in subsection (D)(4) of this section:
 - a. Obtain and record the elevation (in relation to mean sea level) to which the structure was floodproofed; and
 - b. Maintain the floodproofing certifications required in CMC 15.64.020(B);
7. Maintain for public inspection all records pertaining to the provisions of this chapter;
8. Notify adjacent communities and the department of ecology prior to any alteration or relocation of a watercourse, and submit evidence of such notification to the Federal Insurance Administration;
9. Require that maintenance is provided within the altered or relocated portion of said watercourse so that the flood carrying capacity is not diminished; and
10. Make interpretations where needed, as to exact location of the boundaries of the areas of special flood hazards (for example, where there appears to be a conflict between a mapped boundary and actual field conditions). The person contesting the location of the boundary shall be given a reasonable opportunity to appeal the interpretation as provided in CMC 15.64.025.

(Ord. 684 §§ 3, 4, 2005; Ord. 634 § 6, 2001)

(Ord. No. 864, § 3, 8-4-2015)

15.64.025 - Appeals and variances.

- A. The hearing examiner shall hear and decide appeals and requests for variances from the requirements of this chapter. The hearing examiner shall hear and decide appeals when it is alleged there is an error in any requirement, decision, or determination made by the building official in the enforcement or administration of this ordinance. Those aggrieved by the decision of the building official, or any taxpayer, may appeal such decision to the hearing examiner, as provided in Chapter 15.11 of the CMC.
- B. In passing upon such applications, the hearing examiner shall consider all technical evaluations, all relevant factors, standards specified in other sections of this chapter, and:
 1. The danger that materials may be swept onto other lands to the injury of others;
 2. The danger to life and property due to flooding or erosion damage;
 3. The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;
 4. The importance of the services provided by the proposed facility to the community;
 5. The necessity to the facility of a waterfront location, where applicable;
 6. The availability of alternative locations for the proposed use which are not subject to flooding or erosion damage;
 7. The compatibility of the proposed use with existing and anticipated development;
 8. The relationship of the proposed use to the comprehensive plan and flood plain management program for that area;
 9. The safety of access to the property in times of flood for ordinary and emergency vehicles;

10. The expected heights, velocity, duration, rate of rise, and sediment transport of the flood waters and the effects of wave action, if applicable, expected at the site; and,
 11. The costs of providing governmental services during and after flood conditions, including maintenance and repair of public utilities and facilities such as sewer, gas, electrical, and water systems, and streets and bridges.
- C. Upon consideration of the factors of CMC 15.64.025(B) and the purposes of this chapter, the hearing examiner may attach such conditions to the granting of variances as it deems necessary to further the purposes of this chapter. The hearing examiner shall maintain the records of all appeal actions and report any variances to the Federal Insurance Administration upon request.
- D. Conditions for Variances.
1. Generally, the only condition under which a variance from the elevation standard may be issued is for new construction and substantial improvements to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, providing items (1-11) in CMC 15.64.025(B) have been fully considered. As the lot size increases the technical justification required for issuing the variance increases;
 2. Variances may be issued for the repair, rehabilitation, or restoration of historic structures upon a determination that the proposed repair or rehabilitation will not preclude the structure's continued designation as a historic structure and the variance is the minimum necessary to preserve the historic character and design of the structure;
 3. Variances shall not be issued within a designated floodway if any increase in flood levels during the base flood discharge would result;
 4. Variances shall only be issued upon a determination that the variance is the minimum necessary, considering the flood hazard, to afford relief;
 5. Variances shall only be issued upon:
 - a. A showing of good and sufficient cause;
 - b. A determination that failure to grant the variance would result in exceptional hardship to the applicant;
 - c. A determination that the granting of a variance will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public, or conflict with existing local laws or ordinances.
- E. Variances as interpreted in the National Flood Insurance Program are based on the general zoning law principle that they pertain to a physical piece of property; they are not personal in nature and do not pertain to the structure, its inhabitants, economic or financial circumstances. They primarily address small lots in densely populated residential neighborhoods. As such, variances from the flood elevations should be quite rare.
- G. Any applicant to whom a variance is granted shall be given written notice that the structure will be permitted to be built with a lowest floor elevation below the base flood elevation and that the cost of flood insurance will be commensurate with the increased risk resulting from the reduced lowest floor elevation.

(Ord. 634 § 7, 2001)

15.64.030 - General standards.

In all areas of special flood hazards, the following standards are required:

- A. Anchoring.

1. All new construction and substantial improvements, including those related to manufactured homes, shall be anchored to prevent flotation, collapse, or lateral movement of the structure resulting from hydrodynamic and hydrostatic loads including the effects of buoyancy; and
 2. All manufactured homes shall be anchored to prevent flotation, collapse or lateral movement, and shall be installed using methods and practices that minimize flood damage. Anchoring methods may include, but are not limited to, use of over-the-top or frame ties to ground anchors.
- B. AH Zone Drainage. Adequate drainage paths are required around structures on slopes to guide floodwaters around and away from proposed structures.
- C. Construction Materials and Methods.
1. All new construction and substantial improvements shall be constructed with materials and utility equipment resistant to flood damage;
 2. All new construction and substantial improvements shall be constructed using methods and practices that minimize flood damage; and
 3. Electrical, heating, ventilation, plumbing, and air-conditioning equipment and other service facilities shall be designed and/or otherwise elevated or located so as to prevent water from entering or accumulating within the components during conditions of flooding.
- D. Utilities.
1. All new and replacement water supply systems shall be designed to minimize or eliminate infiltration of flood waters into the systems;
 2. A water well shall be located on high ground that is not in the floodway (WAC 173-160-171);
 3. New and replacement sanitary sewage systems shall be designed to minimize or eliminate infiltration of flood waters into the systems and discharges from the systems into flood waters; and
 4. On-site waste disposal systems shall be located to avoid impairment to them or contamination from them during flooding.
- E. Subdivision Proposals.
1. All subdivision proposals shall be consistent with the need to minimize flood damage;
 2. All subdivision proposals shall have public utilities and facilities, such as sewer, gas, electrical, and water systems located and constructed to minimize or eliminate flood damage;
 3. All subdivision proposals shall have adequate drainage provided to reduce exposure to flood damage; and
 4. For subdivision proposals and other proposed developments which contain at least fifty lots or five acres (whichever is less), base flood elevation data shall be included with the proposal. Where base flood elevation data has not been provided or is not available from another authoritative source, it shall be generated by the project proponent.
- F. Review of Building Permits. Where elevation data is not available either through the Flood Insurance Study, FIRM, or from another authoritative source, applications for building permits shall be reviewed to assure that proposed construction will be reasonably safe from flooding. The test of reasonableness is a local judgment and includes use of historical data, high water marks, photographs of past flooding, etc., where available. Failure to elevate at least two feet above the highest adjacent grade in these zones may result in higher insurance rates.

(Ord. 684 §§ 5, 6, 2005; Ord. 634 § 8, 2001)

15.64.035 - Specific standards.

In all areas of special flood hazards where base flood elevation data has been provided as set forth in CMC 15.64.015(B) or CMC 15.64.020(D)(4), the following provisions are required:

A. Residential Construction.

1. New construction and substantial improvement of any residential structure shall have the lowest floor, including basement, elevated one foot or more above the BFE. Mechanical equipment and utilities shall be waterproof or elevated at least one foot above the BFE.
2. Fully enclosed areas below the lowest floor that are subject to flooding are prohibited, or shall be designed to automatically equalize hydrostatic flood forces on exterior walls by allowing for the entry and exit of floodwaters. Designs must meet or exceed the following minimum criteria:
 - a. A minimum of two openings having a total net area of not less than one square inch for every square foot of enclosed area subject to flooding shall be provided;
 - b. The bottom of all openings shall be no higher than one foot above grade; and,
 - c. Openings may be equipped with screens, louvers, or other coverings or devices provided that they permit the automatic entry and exit of floodwaters.
 - d. A garage attached to a residential structure, constructed with the garage floor slab below the BFE, must be designed to allow for the automatic entry and exit of floodwaters.

Alternatively, a registered engineer or architect may design and certify engineered openings.

B. Nonresidential Construction. New construction and substantial improvement of any commercial, industrial or other nonresidential structure shall either have the lowest floor, including basement, elevated one foot or more above the base flood elevation; or, together with attendant utility and sanitary facilities, shall:

1. Be floodproofed so that below one foot or more above the base flood level the structure is watertight with walls substantially impermeable to the passage of water;
2. Have structural components capable of resisting hydrostatic and hydrodynamic loads and effects of buoyancy;
3. Be certified by a registered professional engineer or architect that the design and methods of construction are in accordance with accepted standards of practice for meeting provisions of this subsection based on their development and/or review of the structural design, specifications and plans. Such certifications shall be provided to the building official as set forth in CMC 15.64.020(D)(6);
4. Nonresidential structures that are elevated, not floodproofed, must meet the same standards for space below the lowest floor as described in CMC 15.64.035(A)(2); and,
5. Applicants floodproofing nonresidential buildings shall be notified that flood insurance premiums will be based on rates that are one foot below the floodproofed level (e.g. a building floodproofed to the base flood level will be rated as one foot below).

C. Manufactured Homes.

1. All manufactured homes to be placed or substantially improved on sites shall be elevated on a permanent foundation such that the lowest floor of the manufactured home is elevated one foot or more above the base flood elevation and be securely anchored to an adequately designed foundation system to resist flotation, collapse and lateral movement:
 - a. Outside of a manufactured home park or subdivision;

- b. In a new manufactured home park or subdivision;
 - c. In an expansion to an existing manufactured home park or subdivision; or,
 - d. In an existing manufactured home park or subdivision on which a manufactured home has incurred "substantial damage" as the result of a flood, and
2. Manufactured homes to be placed or substantially improved on sites in an existing manufactured home park or subdivision that are not subject to the above manufactured home provisions be elevated so that either:
- a. The lowest floor of the manufactured home is elevated one foot or more above the base flood elevation; or,
 - b. The manufactured home chassis is supported by reinforced piers or other foundation elements of at least equivalent strength that are no less than thirty six inches in height above grade and be securely anchored to an adequately designed foundation system to resist flotation, collapse, and lateral movement.
- D. Recreational vehicles. Recreational vehicles, if otherwise permitted by this title, are required to either:
- 1. Be on the site for fewer than one hundred eighty consecutive days;
 - 2. Be fully licensed and ready for highway use, on its wheels or jacking system, is attached to the site only by quick disconnect type utilities and security devices, and has no permanently attached additions; or
 - 3. Meet the requirements of CMC 15.64.035(C) and the elevation and anchoring requirements for manufactured homes.

(Ord. 634 § 9, 2001)

15.64.040 - Floodways.

Located within areas of special flood hazard established in CMC 15.64.015(B) are areas designated as floodways. Since the floodway is an extremely hazardous area due to the velocity of floodwaters which carry debris, potential projectiles, and erosion potential, the following provisions apply:

- A. Encroachments, including fill, new construction, substantial improvements, and other development are prohibited within the designated floodway unless certification by a registered professional engineer is provided demonstrating through hydrologic and hydraulic analyses performed in accordance with standard engineering practice that the proposed encroachment would not result in any increase in flood levels during the occurrence of the base flood discharge.
- B. Construction or reconstruction of residential structures is prohibited within designated floodways, except for:
 - (1) Repairs, reconstruction, or improvements to a structure which do not increase the ground floor area;
 - (2) Repairs, reconstruction or improvements to a structure, the cost of which does not exceed fifty percent of the market value of the structure either: (a) before the repair, or reconstruction is started, or (b) if the structure has been damaged, and is being restored, before the damage occurred;
 - (3) Repairs or reconstruction of a substantially damaged residential structure as provided in RCW 86.16.041 as said section presently exists or is hereafter amended; and
 - (4) Repairs, reconstruction, or replacement of existing farmhouses in designated floodways as provided in RCW 86.16.041 as said section presently exists or is hereafter amended.

Any project for improvement of a structure to correct existing violations of state or local health, sanitary, or safety code specifications which have been identified by the local code enforcement official and which are the minimum necessary to assure safe living conditions, or any projects for improvements to structures identified as historic places shall not be included in the fifty percent.

- C. If CMC 15.64.040(A) is satisfied, all new construction and substantial improvements shall comply with all applicable flood hazard reduction provisions of CMC 15.64.030, 15.64.035, 15.64.040, 15.64.045, and 15.64.050.
- D. Excavation in the designated floodway is prohibited, except: (1) as otherwise required by law; (2) as part of a government funded or sponsored wildlife habitat enhancement project.

(Ord. 684 § 7, 2005; Ord. 634 § 10, 2001)

15.64.045 - Standards for shallow flooding areas (AO Zones).

Shallow flooding areas appear on FIRMs as AO zones with depth designations. The base flood depths in these zones range from one to three feet above ground where a clearly defined channel does not exist, or where the path of flooding is unpredictable and where velocity flow may be evident. Such flooding is usually characterized as sheet flow. In these areas, the following provisions apply:

- A. New construction and substantial improvements of residential structures and manufactured homes within AO zones shall have the lowest floor (including basement) elevated above the highest adjacent grade to the structure, one foot or more above the depth number specified in feet on the community's FIRM (at least two feet above the highest adjacent grade to the structure if no depth number is specified);
- B. New construction and substantial improvements of nonresidential structures within AO zones shall either:
 - 1. Have the lowest floor (including basement) elevated above the highest adjacent grade of the building site, one foot or more above the depth number specified on the FIRM (at least two feet if no depth number is specified); or
 - 2. Together with attendant utility and sanitary facilities, be completely flood proofed to or above that level so that any space below that level is watertight with walls substantially impermeable to the passage of water and with structural components having the capability of resisting hydrostatic and hydrodynamic loads and effects of buoyancy. If this method is used, compliance shall be certified by a registered professional engineer or architect as in CMC 15.64.035(B)(3).
- C. Require adequate drainage paths around structures on slopes to guide floodwaters around and away from proposed structures.
- D. Recreational vehicles placed on sites within AO Zones on the community's FIRM either:
 - 1. Be on the site for fewer than one hundred eighty consecutive days;
 - 2. Be fully licensed and ready for highway use, on its wheels or jacking system, is attached to the site only by quick disconnect type utilities and security devices, and has no permanently attached additions; or,
 - 3. Meet the requirements of CMC 15.64.045(A) and (C) and the anchoring requirements for manufactured homes set forth in CMC 15.64.030(A)(2).

(Ord. 634 § 11, 2001)

15.64.050 - Critical facility.

Construction of new critical facilities shall be, to the extent possible, located outside the limits of the Special Flood Hazard Area (SFHA) (one hundred year floodplain). Construction of new critical facilities shall be permissible within the SFHA if no feasible alternative site is available. Critical facilities constructed within the SFHA shall have the lowest floor elevated three feet or to the height of the five hundred year flood, whichever is higher. Access to and from the critical facility should also be protected to the height utilized above. Floodproofing and sealing measures must be taken to ensure that toxic substances will not be displaced by or released into floodwaters. Access routes elevated to or above the level of the base flood elevation shall be provided to all critical facilities to the extent possible.

(Ord. 634 § 12, 2001)



Date: July 23, 2020
To: City of Carnation Planning Board
From: Amanda Smeller, City Planner
Re: CMC 15.32, Non-Conforming Situations

During the June Planning Board meeting, the board discussed time frames related to non-conforming situations. The current code provides a 180-day time period for vacant or discontinued non-conforming situations.

As a reminder to why staff is requesting a review of this code, the City amended the Residential section of the permissible use table over the last couple years and removed detached Single-Family Residences from both the R24 and Mixed Use zones. Because of this, several properties became non-conforming through no fault of their own. The City would like to extend the time limits for non-conforming situations to give extra time to property owners in the case of any changes in circumstance.

The Board suggested the property be able to renew the 180-day period up to three times for a total of two years. The attached code section provides proposed language as to the extension requirements and time limitations.

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.
 - a. This period may be renewed for an additional 180 days at a time up to three times for a total of two years.
 - b. Property owners must request an extension of the 180-day time period at least 30 days prior to expiration.
 - c. Property owners must state the intention for the non-conforming situation.
- B. If the principal activity on property where a nonconforming situation other than a nonconforming use exists is (i) discontinued for a consecutive period of 180 days, or (ii) discontinued for any period of time without a present intention of resuming that activity, then that property may thereafter be used only in conformity with all of the regulations applicable to the preexisting use unless the entity with authority to issue a permit for the intended use issues a permit to allow the property to be used for this purpose without correcting the nonconforming situations. This permit may be issued if the permit-issuing authority finds that eliminating a particular nonconformity is not reasonably possible (i.e., cannot be accomplished without adding additional land to the lot where the nonconforming situation is maintained or moving a substantial structure that is on a permanent foundation). The permit shall specify which nonconformities need not be corrected.
- C. For purposes of determining whether a right to continue a nonconforming situation is lost pursuant to this section, all of the buildings, activities, and operations maintained on a lot are generally to be considered as a whole. For example, the failure to rent one apartment in a nonconforming apartment building for 180 days shall not result in a loss of the right to rent that apartment or space thereafter so long as the apartment building as a whole is continuously maintained. But if a nonconforming use is maintained in conjunction with a conforming use, discontinuance of a nonconforming use for the required period shall terminate the right to maintain it thereafter.
- D. When a structure or operation made nonconforming by this article is vacant or discontinued at the effective date of this article, the 180-day period for purposes of this section begins to run on the effective date of this article.



Carnation Planning Board

DISCUSSION ITEM

Subject: 2020 Comprehensive Plan Amendment
Origin: 2020 Docket
Action Type: Review & Discussion
Meeting Date: 07/28/2020

Attached for Planning Board review is the proposed annual amendment to the Carnation Comprehensive Plan. The elements that are being amended are:

Chapter 7 – Transportation Element
Chapter 9 – Capital Facilities Element

First and foremost, the primary purpose for the annual amendment is to update our Comprehensive Plan Chapter 9 – Capital Facilities Element so that we can adopt and collect the new school impact fee for Riverview School District.

What are impact fees? Impact fees are one-time charges assessed by a local government against a new development project to help pay for new or expanded public facilities that will directly address the increased demand created by that development.

The school impact fee was last updated in 2019. The City also imposes transportation and park impact fees on new development, but those are not being proposed for amendment this year. The City's impact fees were last updated in 2017.

Before the City can adopt the school impact fee, it must adopt the Riverview School District Capital Facilities Plan (CFP) and incorporate it by reference into Carnation Comprehensive Plan Chapter 9 – Capital Facilities Element.

The changes to the school impact fees are as follows:

	Current (2019)	Proposed (2020)
Per new SFR dwelling unit	\$15,406	\$13,931
Per new MFR dwelling unit	\$8,635	\$9,942

The proposed amendments to the Comprehensive Plan are as follows:

Chapter 7 – Transportation Element to adopt and incorporate by reference the City’s 2020 Transportation Improvement Plan (TIP).

- Page T-1: Adopt and incorporate the 2021 TIP.
 - 2021 TIP as approved by the City Council on 07/21/2020

Chapter 9 – Capital Facilities Element to adopt and incorporate by reference the Riverview School District Capital Facilities Plan; and update the City’s Capital Improvement Plans (CIPs) for the transportation system.

- Page CF-5:
 - Public Education Facilities, adopt and incorporate the 2020 RSD CFP.
 - Table CF-1 School Facility Inventory, updated for consistency with the 2020 RSD CFP.
- Page CF-6:
 - Table CF-2 Projected School Enrollment, updated for consistency with the 2020 RSD CFP.
- Page CF-15:
 - Added the 2020 Transportation Element amendment currently in process.
- Pages CF-16 – CF-18: Table CF-4 Transportation CIP, updated for consistency with the 2020 TIP.
- Pages CF-21 – CF-24: Updates to the six-year project forecasts for the Transportation CIP.

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. _____



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

City of Carnation

2021 Transportation Improvement Plan

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Introduction

a. Purpose

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. 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 Polices of the Comprehensive Plan.

The Transportation Element was updated in 2015 and amended in subsequent years. The 2015 Comprehensive Plan Update included new traffic modeling which reflected the proposed land use changes from a 2015 docket request to reclassify approximately 35 acres of light industrial land to mixed use. The Transportation modeling was based on a 2035 projection of traffic, based on build-out assumptions for land use within the city of Carnation. The transportation modeling was funded by a grant from the Department of Commerce and reflects land use development that was underway as well as projected changes in land use.

Transportation Plan Goals and Challenges

Fortunately, Carnation has few traffic congestion problems when compared to other King County cities. There are, however, several unique issues and challenges that must be considered to achieve a viable transportation system that is consistent with the other system needs. Some of these issues include the following:

1. Carnation is bisected by State Route 203 which carries a substantial amount of through traffic. SR 203 is also Carnation's main street, passing through the downtown commercial area. It is a challenge to develop a more pedestrian oriented downtown while at the same time providing for efficient traffic flows through town. Large volumes of traffic passing through town on SR 203 decrease local traffic mobility within town and are a hazard for pedestrians and bicyclists.

2. A City of Carnation goal is to create an attractive, accessible and safe pedestrian environment throughout the downtown commercial and residential areas by promoting non-motorized access. Downtown improvements such as clearly defined and safe crosswalks, bicycle racks as well as signage, lighting and street furniture are necessary to achieve this goal. Long term planning for the downtown also needs to incorporate sufficient parking to support economic development. In the residential areas, several of Carnation's older streets are without sidewalks or pathways. Additional pathways as well as amenities for pedestrians and bicycles are needed to achieve the goal of providing substantial opportunity for non-motorized travel throughout the City.
3. There is currently limited public transit service linking Carnation to the rest of the Snoqualmie Valley. Local shuttle service to other Valley cities that are connected by regional transit to population and employment centers to the south and west is the only access to transit service that links Carnation residents to the regional transit system.

b. Planning Context

The Transportation Element is required to be consistent with a number of other documents:

State of Washington Growth Management Act (RCW 36.70A)

Transportation planning at the State, County and local levels is mandated by the State of Washington Growth Management Act (GMA) [RCW 36.70A]. The GMA contains many requirements for the preparation of a Comprehensive Plan Transportation Element. In addition to requiring consistency with the land use element, specific GMA requirements for a Transportation Element include [RCW 36.70A.070(6)]:

- Inventory of facilities by mode of transport.
- Level-of-service standards to aid in determining the existing and future operating conditions of the facilities.
- Proposed actions to bring these deficient facilities into compliance with adopted level-of-service standards.
- Traffic forecasts, based upon land use.
- Identification of transportation infrastructure needs to meet current and future demands.
- Funding analysis for needed improvements, as well as possible additional funding sources.
- Identification of intergovernmental coordination efforts.
- Identification of transportation demand management strategies as available.
- Identification of improvements for pedestrian and bicycle facilities and corridors.

In addition to these elements, GMA mandates that development cannot occur unless infrastructure exists, infrastructure improvements or strategies are concurrent with

development, or a financial commitment is in place to complete the improvements or strategies within six years.

Washington Administrative Code (WAC 365-196-430)

WAC 365-196-430 (2) provides the following recommendations for how the Transportation Element can meet the requirements GMA:

- Consistency with the Land Use Element, regional and state planning.
- Goals and policies to guide the development and implementation of the transportation element which are consistent with statewide and regional goals and policies.
- Inventory and analysis of transportation facilities defining existing capital facilities and travel levels as a basis for future planning.
- Level of service standards to monitor the performance of the system, to evaluate improvement strategies, and to facilitate coordination between city, county and state transportation investment programs.
- Traffic forecasts for at least ten years based on the adopted land use plan to provide information on the location, timing, and capacity needs of future growth.
- Identification of transportation system needs.
- Estimates of traffic impacts to state-owned transportation facilities resulting from land use assumptions.
- Transportation demand management strategies designed to encourage the use of alternatives to single occupancy travel and to reduce congestion, especially during peak times.
- Pedestrian and bicycle component that includes collaborative efforts to identify and designate planned improvements for pedestrian and bicycle facilities and corridors that address and encourage enhanced community access and promote healthy lifestyles.
- Multiyear financing plan based on the needs identified in the comprehensive plan that serves as the basis for the six-year street program, and reassessment if probable funding falls short of meeting identified needs.
- Implementation measures designed to proactively implement the Transportation Element.

Six-Year Transportation Improvement Program (RCW 35.77.010)

Each City is required prepare and adopt a transportation program for the ensuing six calendar years. A copy of the adopted program must be filed with Secretary of Transportation on an annual basis. This program represents a forecast of the transportation related improvements to meet locally defined levels of service and policies as identified in the Transportation Element. The Six-Year Transportation Improvement Program for the City of Carnation is set forth in Section 6 of this Plan.

Statewide Multimodal Transportation Plan (RCW 47.06)

The Washington Transportation Plan (WTP) 2030 presents the State of Washington's strategy for implementation programs and budget development over a 20-year planning horizon. The WTP contains an overview of the current conditions of the statewide transportation system, as well as an assessment of the State's future transportation investment needs. The WTP policy framework sets the course for meeting those future needs. The WTP is based on the following six transportation policy goals:

- **Economic Vitality:** To promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- **Preservation:** To maintain, preserve, and extend the life and utility of prior investments in transportation systems and services;
- **Safety:** To provide for and improve the safety and security of transportation customers and the transportation system;
- **Mobility:** To improve the predictable movement of goods and people throughout Washington state;
- **Environment:** To enhance Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities, and protect the environment; and
- **Stewardship:** To continuously improve the quality, effectiveness, and efficiency of the transportation system.

The WTP addresses the essential and interconnected roles of the Regional Planning Organizations and their local jurisdictions, and the important transportation issues of tribal governments in Washington State. It highlights the role of the Washington State Department of Transportation (WSDOT) to maintain, preserve and improve the transportation system while meeting the other societal goals defined above.

Washington State Ten-Year Investment Program (RCW 47.05.030)

The legislature created a statewide transportation development plan to identify present status and set goals for the future; to facilitate the supply of federal and state aid to those areas which will most benefit the state as a whole; to provide for public involvement in the transportation planning and development process; and to coordinate and implement national transportation policy with the state transportation planning program. The Office of Financial Management proposes to the legislature a comprehensive ten-year investment program for the preservation and improvement programs consistent with the transportation system policy goals. The investments preserve the existing state highway system and restore existing safety features, giving consideration to lowest life cycle costing.

Puget Sound Regional Council – Consistency with VISION 2040

The Puget Sound Regional Council (PSRC) is tasked with developing Multi-Countywide Planning Policies (MPPs) for the four counties of King, Snohomish, Pierce and Kitsap, plus all the cities within those counties. The PSRC has developed its MPPs in VISION 2040. PSRC reviews local plans for consistency with VISION 2040, and must certify the Transportation Element in order for the City to be eligible for transportation funding.

Carnation’s Comprehensive Plan is consistent with the goals and policies of VISION 2040 in advancing cleaner and more sustainable mobility by promoting non-motorized trips through its compact urban form. The Transportation Element encourages the development of a transportation system that provides adequate levels of service while also minimizing environmental impacts of roadway development. The City’s goals for safe and attractive pedestrian and bicycle linkages to the designated City center (the downtown area along SR 203) are also consistent with VISION 2040. While transit service is provided by regional entities; citizens, City staff and elected officials have worked to promote transit service to serve Carnation residents and others within the Snoqualmie Valley. In general, Carnation seeks to coordinate its planning efforts with neighboring jurisdictions, such as King County, as well as with the other Valley cities, the Snoqualmie Tribe, and any other service providers.

King County Planning Policies 2012

- Supporting Growth. An effective transportation system is critical to achieving the Regional Growth Strategy and ensuring that centers are functional and appealing to the residents and businesses they are designed to attract.
Goal Statement: Local and regional development of the transportation system is consistent with and furthers realization of the Regional Growth Strategy.
- Mobility. Mobility is necessary to sustain personal quality of life and the regional economy. For individuals, mobility requires an effective transportation system that provides safe, reliable, and affordable travel options for people of all ages, incomes and abilities. The movement of goods is also of vital importance to the local and regional economy.
Goal Statement: A well-integrated, multi-modal transportation system transports people and goods effectively and efficiently to destinations within the region and beyond.
- System Operations. The design, management and operation of the transportation system are major factors that influence the region’s growth and mobility.
Goal Statement: The regional transportation system is well-designed and managed to protect public investments, promote public health and safety, and achieve optimum efficiency.

2. Inventory and Existing Conditions

This section of the Transportation Element presents an inventory and description of the existing transportation system, and begins to analyze current and projected needs based on estimates of projected land use and growth in Carnation.

a. Identification of State Highway

Tolt Avenue, which is also designated as SR 203, runs north-south through the city limits and is the primary access route through the city of Carnation. SR 203 is designated as a regionally significant state highway, which is the classification for all state transportation facilities that are not designated as Highways of Statewide Significance (HSS). It connects Carnation to US 2 to the north and SR 202 to the south. WSDOT currently classifies Tolt Avenue as an “Urban Minor Arterial”. Tolt Avenue has the functional characteristics of a “Class 5” highway, as defined in the WSDOT Design Manual. SR 203 is classified as a T-3 Freight Corridor (300,000 to 4 million tons per year) in the Washington State Freight and Goods Transportation System (FGTS).

A Climate Impacts Vulnerability Assessment was performed on state highways in 2011. SR 203 was assessed at moderate vulnerability along its entire length. Vulnerability is based primarily on two factors:

- **Impacts.** Most of the impacts along SR 203 are expected to result in either reduced capacity or temporary road closures due to heavy rain events, as well as the high winds already coming off the Cascades which are expected to increase with more extreme weather events.
- **Asset criticality.** A moderate rating in this category means SR 203 is likely to have temporary (hours or days) operational failure, with repair or re-opening within 60 days.

Outside of city limits, SR 203 is called the Carnation-Duvall Road to the north and the Carnation-Fall City Road to the south. It connects Carnation to the cities of Duvall and Monroe to the north, and to the communities of Fall City, Snoqualmie and North Bend to the south. This two-lane rural highway has a speed limit that varies by location, and is currently posted at 40 mph north of 55th Street, 30 mph from 55th south through the city, then 55 mph south of NE 32nd Street.

b. Influence of Regional Traffic

Regional traffic influences traffic volumes within the City, especially along SR 203. In 2004 the Puget Sound Regional Council (PSRC) completed a conceptual corridor plan for SR 203 between Fall City and Monroe. This plan recognized the SR 203 corridor's importance to the region's long term economic growth and transportation strategies. Elements of this plan included improvements to non-motorized systems (pedestrians and bicycles), town entries and transition zones, in-town circulation, and streetscape elements. Within the city of Carnation, recommended actions focused on pedestrian and safety improvements.

Since the completion of the PSRC report, construction projects completed include a traffic signal at Entwistle Street, sidewalk connections and pedestrian activated street crossing beacons at Morrison St for Carnation Elementary School, and curb bulbs along Tolt Avenue. Additional improvements will be built as part of the Tolt Avenue (SR 203) Central Business District (CBD) Improvements Project. Improvements on SR 203 will highly impact traffic conditions in Carnation and in turn, conditions on the highway will be impacted by transportation conditions and improvements in Carnation.

c. Natural Traffic Barriers

Rivers and steep hills create a few natural barriers to efficient traffic access to and circulation within Carnation. Motorized traffic originating in the eastern portion of the City, wanting to move in a southerly direction must proceed west to SR 203, then proceed south on SR 203 across the Tolt River bridge. Traffic desiring to move in a westerly direction must proceed either north to NE 60th Street or Carnation Farm road, or proceed south to the Tolt River Bridge, and then turn west on NE Tolt Hill Road. East Entwistle Street provides the only eastern access to unincorporated King County along Tolt River Road /NE 45th Street. SR 203 forms an impediment to non-motorized traffic.

d. General Description of Existing Transportation System

State Route (SR) 203, or Tolt Avenue, is the City's principle arterial and connection to the rest of the Snoqualmie Valley. As SR 203 passes through Carnation it is known as Tolt Avenue. Tolt Avenue is Carnation's main business street in the downtown area, with a speed limit of 30 mph. Roads surrounding the downtown business district are east-west oriented streets which are typically paved, have gravel shoulders or no shoulder, and are without road markings. Stop signs regulate traffic flow at intersections. A traffic signal is located at the intersection of SR 203 and Entwistle; this is Carnation's only signalized intersection.

The original plat of the city included 60-foot rights-of-way as well as 16-foot alleys. Newer roads typically have 50-foot rights-of-way. On the local access streets pavement width varies from 12

feet to 40 feet, with 18 feet being the average. Few residential streets in the older portions of the City have sidewalks. A few of the alleys which receive heavy use are paved.

e. Roadway Inventory and Classifications

Public streets are classified according to their function in terms of mobility and land access. Carnation's functional street classifications are defined below:

State Route 203 / Tolt Avenue:

Tolt Avenue acts as both the city's main street and also as a state highway that links Carnation to the rest of the Snoqualmie Valley. Tolt Avenue consists of a 70-foot right-of-way starting from the northern city limits at Bagwell Street to Entwistle Street. From Entwistle Street southward, the right of way is 60 feet. There are two travel lanes, shoulder, and sidewalk on both sides for most of Tolt Avenue from Bagwell Street on the north, to approximately Tolt Middle School on the south. Bulb-outs and ADA ramps are located at key intersections in the downtown. Due to the large volume of local and through traffic carried through the center of town, residents are concerned with pedestrian and bicycle safety crossing SR 203, as well as local automobile mobility. The Washington State Department of Transportation (WSDOT) is responsible for maintenance of the roadway from the curb inwards; the City is responsible for the area between curbing and the property lines.

Arterial:

Arterials collect and distribute traffic between Tolt Avenue and collectors or local access streets, or directly to destinations such as schools, shopping, churches, as well as traffic from neighborhood to neighborhood within the community. The facility stresses mobility and circulation needs over providing specific access to properties. Arterials include:

Entwistle Street. Entwistle Street provides east-west access from Larson Avenue to the easterly extent of the City. Entwistle has a 60 foot right-or-way, which carries 2 lanes of traffic and curb, gutter and sidewalk from Larson Avenue to 329th Avenue NE in Swiftwater on the south side, and to opposite 326th Street on the north side.

Larson Avenue. Larson Avenue is designed to be a north-south arterial that provides access to the commercial and industrial areas west of SR 203. Currently only the northern 380 feet of Larson Avenue has been improved to serve the wastewater treatment plant and sewer vacuum station; the remainder of the corridor identified for Larson Avenue will link Entwistle to NE 40th with the purpose of providing access for commercial and industrial uses.

NE 40th Street (segment). The segment of NE 40th from SR 203 westerly to Larson Avenue (extended) is also classified as an arterial; its purpose is to link Larson Avenue to SR 203 to serve existing and potential commercial and industrial development.

Collector:

Collectors distribute traffic between arterial streets and local access streets, or directly to neighborhood destinations such as stores, elementary schools, churches, clinics, and multifamily homes. Collectors include:

NE 40th Street (segment) from its intersection with the Larson Avenue (extended) corridor westerly to Tolt-MacDonald Park;

Blanche Street, Myrtle Street, Eugene Street, which serve the area of intense development (Mixed Use and/or high density residential) east of SR 203 and south of Entwistle;

King Street and Stossel Avenue between East Blanche and Rutherford Street which provides a north south route on the east side of SR 203 adjacent to areas of intense development;

Bird Street between Stephens and Stossel Avenue which provides east west access in the commercial core. This segment of Bird Street is planned for future development as a Festival Street;

Commercial Street between Stephens Avenue and East Entwistle Street, which provides east west access in the commercial core;

Stephens Avenue between West Entwistle and Commercial Street which provides a north south route on the west side of SR 203 adjacent to the commercial core;

East Morrison Street and NE 50th Street between Milwaukee and SR 203 and NE 50th east of Milwaukee Avenue provides access to the northeastern part of the City.

Minor Collector:

Minor collectors distribute traffic between arterial streets and local access streets, or directly to neighborhood destinations such as stores, elementary schools, churches, clinics, and multifamily homes. Minor Collectors include:

Milwaukee Avenue, which provides north south access between East Entwistle and NE 50th Street. Future development of the Potential Annexation Area north of the Carnation Elementary School would also be served by an extension of Milwaukee Avenue (see the Milwaukee Avenue Connector project) to link residential development of that portion of the UGA to the rest of the city's street grid; and

Stewart Avenue, which provides north south access between West Entwistle and Bagwell Street. Future development of the Potential Annexation Area north of Bagwell would also be served by an extension of Stewart Avenue (see the 316th Avenue NE Connector project) to link residential development of that portion of the UGA to the rest of the City's street grid.

Local Access Street:

This category comprises all local roadways and streets not otherwise classified. They provide for direct access to individual lots and connections to the larger roadway system. Local access streets offer the lowest levels of mobility.

Current conditions and rights-of way for these roadways vary widely throughout the city. In most of the older portions of the city, 60-foot rights-of-way are typical, but several streets consist of minimal pavement, in many cases less than twenty feet in width and only a few inches in depth, with no paved parking, and no sidewalk or pathway for pedestrians. Some of these roads are in very poor condition. Newer subdivisions generally have 50-foot rights-of-way, with pedestrian amenities that include curbs and sidewalks.

Alley:

Alleys provide very low speed access between land uses and local streets or collectors. They generally consist of a 1-lane 16-foot wide right of way that provides access to rear yards, garages, and refuse collection. Carnation has an extensive system of alleys in the original Plat of Tolt. A few of the alleys which receive heavy use have been paved but most are not paved.

Street Inventory

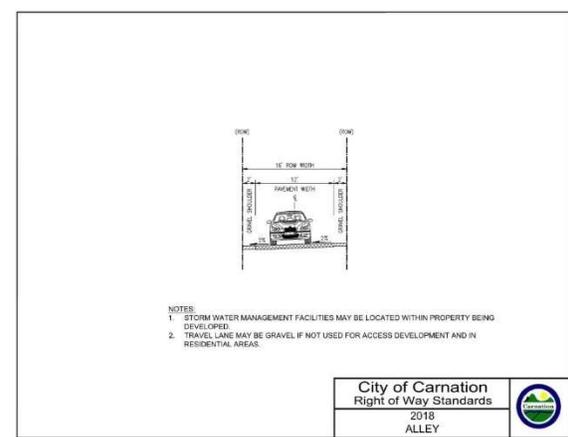
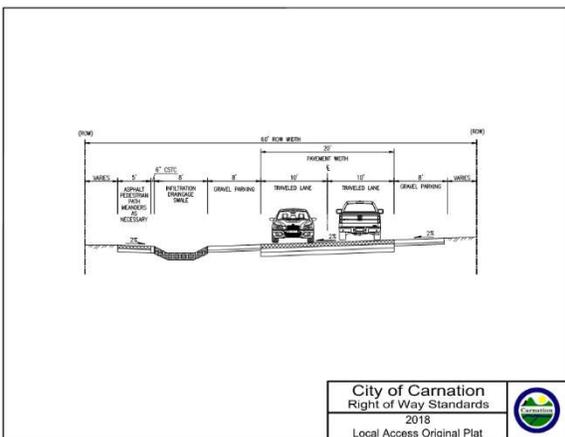
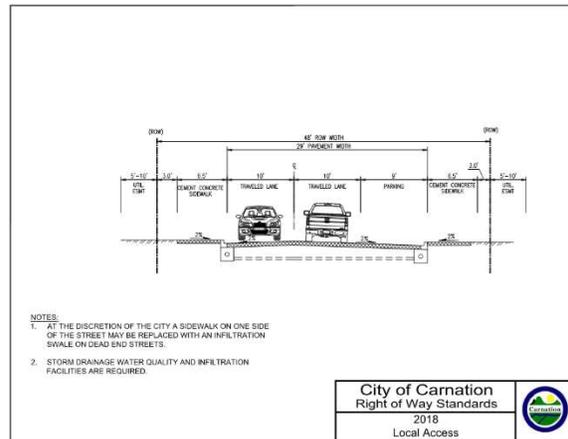
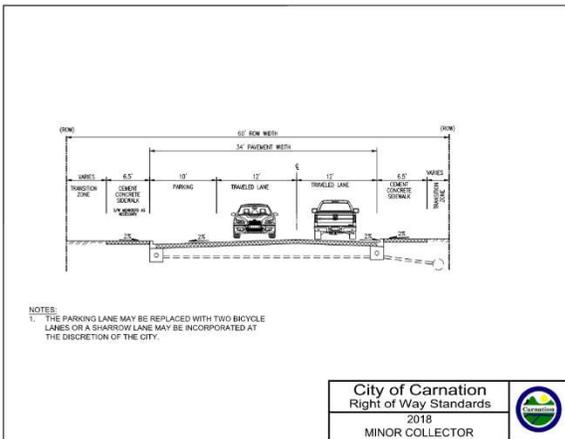
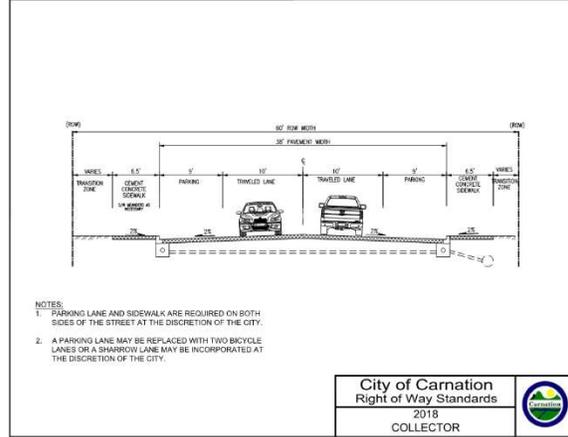
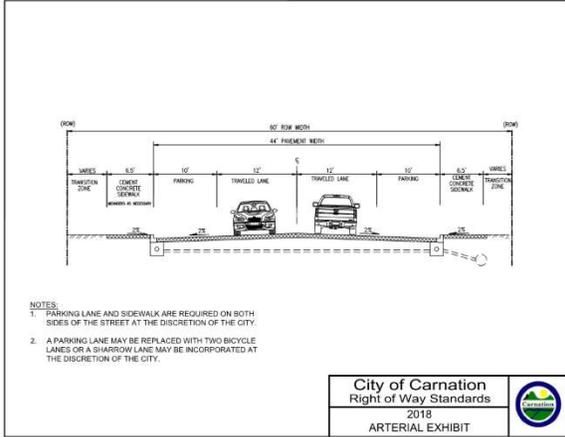
The Transportation Improvement Board analyzed Carnations' streets by condition (See Appendix A). The Rating Map gives us a picture of all the streets in town and their condition. This Rating has proved to be a major boon for Carnation, as the Assessment has helped us in prioritizing which streets to reconstruct vs. which just need a different approach: crack sealing, chip sealing, or overlay.

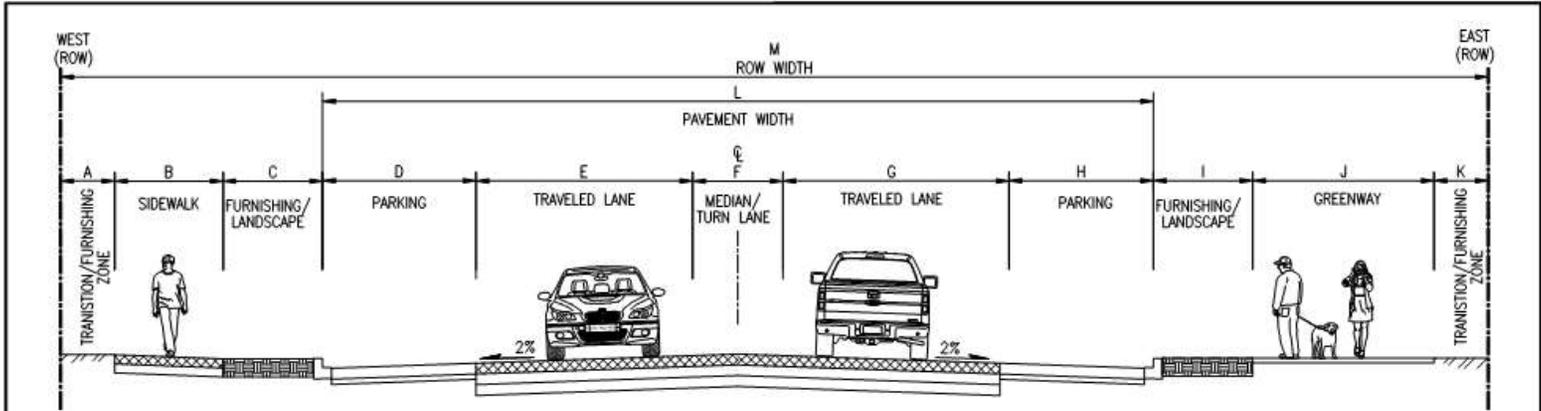
Figure T-1 Typical Street Sections

Figure T-2 Street Classification Map

Figure T-3 Pavement Condition Rating Map

Figure T-1 – Typical Street Sections
(as adopted in the December 2018 Street and Storm Sewer System Standards)





RIGHT OF WAY SECTION DIMENSIONS

	A	B	C	D	E	F	G	H	I	J	K	L	M
SECTION	TRANSITION/ FURNISHING ZONE	SIDEWALK	FURNISHING/ LANDSCAPE	PARKING	TRAVELED LANE	MEDIAN/ TURN LANE	TRAVELED LANE	PARKING	FURNISHING/ LANDSCAPE	GREENWAY	TRANSITION/ FURNISHING ZONE	PAVEMENT WIDTH	ROW WIDTH
TOLT MACDONALD PARK TO FIRE STATION	0'	0'	0'	0'	12'	0'	12'	0'	5.5'	12'	0'	24'	80'
FIRE STATION TO TOLT MIDDLE SCHOOL	5'	6'	0'	8'	12'	0'	12'	0'	5'	12'	0'	32'	60'
TOLT MIDDLE SCHOOL E. BLANCHE ST	0'	6'	5'	0'	12'	0'	12'	0'	5'	12'	0'	24'	60'
E. BLANCHE ST TO E. EUGENE ST	0'	6'	5'	8'	12'	0'	12'	0'	5'	12'	0'	32'	60'
E. EUGENE ST TO ENTWISTLE ST	3'	6'	0'	8'	12'	0'	12'	0'	5'	12'	2'	32'	60'
ENTWISTLE ST TO COMMERCIAL ST	15'		0'	8'	12'	0'	12'	8'	0'	15'		40'	70'
COMMERCIAL ST TO MORRISON ST	0'	8'	7'	8'	12'	0'	12'	0'	7'	12'	4'	32'	70'
IN FRONT OF CEMETERY	0'	7'	5.5'	0	12'	11'	12'	8'	5.5'	12'	0'	32'-43'	65'

NOTES:

1. REFERENCE: CITY OF CARNATION TOLT AVENUE ACTION PLAN FEBRUARY 2013. FOR ADDITIONAL SECTIONS AND TRANSITIONS.

City of Carnation
Right of Way Standards
 2018
 TOLT AVE
 SECTIONS



Figure T-2 – Street Classification Map

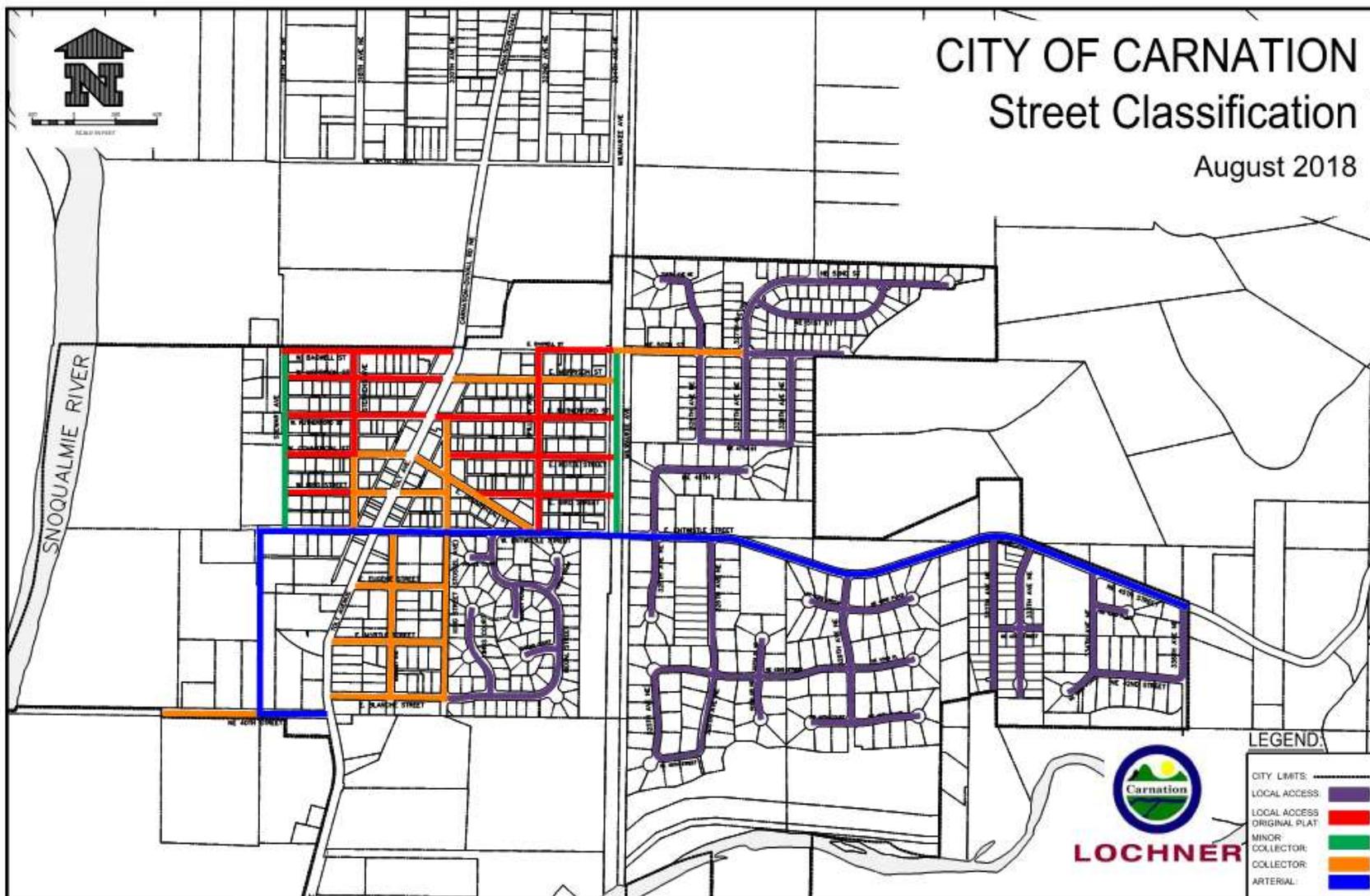


Figure T-3 – Pavement Condition Rating Map



Washington State Transportation Improvement Board (TIB)
Small City Street Inventory, PCR Scores July 2018

Transit Service

Transit service to Carnation is currently limited to shuttle service within the Snoqualmie Valley. The lack of direct METRO Transit service has resulted in a partnership with other transit providers in the Snoqualmie Valley. The Valley Shuttle provides service between the Valley cities from morning to evening on a 90-minute headway. Connections to employment and services located in population centers to the west are only available through shuttle connections to neighboring communities, where METRO service is available to Redmond, Bellevue and Issaquah. Transit service linking Carnation to centers outside the Valley is far from convenient. Carnation's transit stop is located at SR 203 (Tolt Avenue) and Bird Street. The transit stop has been enhanced through artwork provided by the students from Carnation Elementary School and the Snoqualmie Tribe.

In addition to fixed route transit provided within Snoqualmie Valley by the Shuttle, bus service is available for senior citizens through the Sno-Valley Senior Center Shuttle bus. Service is limited to the Snoqualmie Valley.

Pedestrian Circulation

Carnation enjoys an integrated system for non-motorized access that links the city's neighborhoods to each other, to public facilities such as parks and schools, to the downtown center and to open space and natural areas. The form and flat topography of the city creates an excellent opportunity to enjoy non-motorized travel. Most goods, services and public facilities within the city are located along SR 203. Higher density residential development is concentrated within a half mile of SR 203.

Sidewalks are present on both sides of Tolt Avenue (SR 203) within city limits, though they are relatively narrow. Bulb-outs and ADA ramps are added to the curbs in the Central Business District. The speed limit on SR 203/Tolt Avenue is 30 mph in city jurisdiction and 40 mph through the Potential Annexation Area to the north. Traffic on SR 203 works as a barrier to pedestrians, especially in the afternoon peak traffic hour. Non-motorized access for students to the Carnation Elementary School and Tolt Middle School, both located along SR 203, has been identified as a concern. The steep crown of the highway that is the result of many years of overlays exceeds the standard for accessibility. The signalization of the intersection at Entwistle and the cross-walk improvements at Morrison provide two improved pedestrian crossings.

Sidewalks are present on one or both sides of most of the city's arterials and collectors. Pedestrian amenities are present in most of the newer subdivisions, while much of the older portions of the city do not have sidewalks. Concern that curb, gutter and sidewalk improvements would not be consistent with the small town feel of the older portions of the City resulted in a local street standard that provides pedestrian pathways that are not grade separated from the roadway but are separated by drainage swales or parking. Most local streets have low average

daily traffic, and even if there are no sidewalks or bicycle lanes present, residents can generally safely walk or bicycle.

Much of Carnation's residential development is east of SR 203. Entwistle Street is the arterial which connects many of the City's neighborhoods to the downtown. Pedestrian access via Entwistle Street is provided for much of the city, but there are gaps in the sidewalk between 329th Avenue and 334th Avenue so pedestrian amenities are not available for the full length of East Entwistle Street within city limits. As Entwistle serves through traffic, traffic and speeds can be significantly higher than on other City streets.

Access to Carnation Elementary School for pedestrians on the west side of SR 203 is provided at Morrison Street. Currently there is no sidewalk north of Morrison on the east side of SR 203, and there is a non-standard pedestrian extruded curb walkway on the west side between Morrison and NE 55th Street. Spilman Avenue is used by students walking to Carnation Elementary School from neighborhoods to the south. It should be noted that the entry to the Elementary School is located on Morrison Street, not on Tolt Avenue. The City will coordinate with the Riverview School District if other crossings are necessary to serve Elementary School students.

Carnation has excellent trails for recreation in addition to the linkages provided by sidewalks and roadways. The Snoqualmie Valley Trail, which uses the abandoned Chicago, Milwaukee & Saint Paul Railroad right-of-way from Duvall to North Bend, is a 31.5-mile regional trail serving all of the Snoqualmie Valley. This trail provides a north-south "spine" through Carnation. The trail system in Tolt-MacDonald Park connects to both West Entwistle Street near the Wastewater Treatment Plant and the Snoqualmie Valley Trail at the Tolt River. The trail system continues along the Tolt levee upriver. The linkage is lost in the vicinity of 331st Avenue NE, where the levee does not include public access across two properties that are located in unincorporated King County. Other pedestrian amenities include a pedestrian path through Memorial Park that continues through the Regal Glen neighborhood to connect to Loutsis Park and the Snoqualmie Valley Trail; and the Evacuation Trail on a city-owned parcel in Tolt Highlands north-east of the city limits which can be accessed from NE 50th Street.

Bicycle Routes and Circulation

Bicycle access for residents is very good overall, despite the lack of bicycle lanes. The average daily traffic within the city neighborhoods is low and the terrain is flat. The scenic roads in the Carnation area are frequently utilized by bicycle touring groups and clubs. However, some of these routes are potentially dangerous due to traffic, winding roadways and poor visibility, particularly during peak weekday commuting periods. There is no separate bicycle lane in the SR 203 corridor; bicyclists share the travel lanes with vehicular traffic. ADA bulb-outs on Tolt Avenue in the downtown business district create barriers for bicyclists.

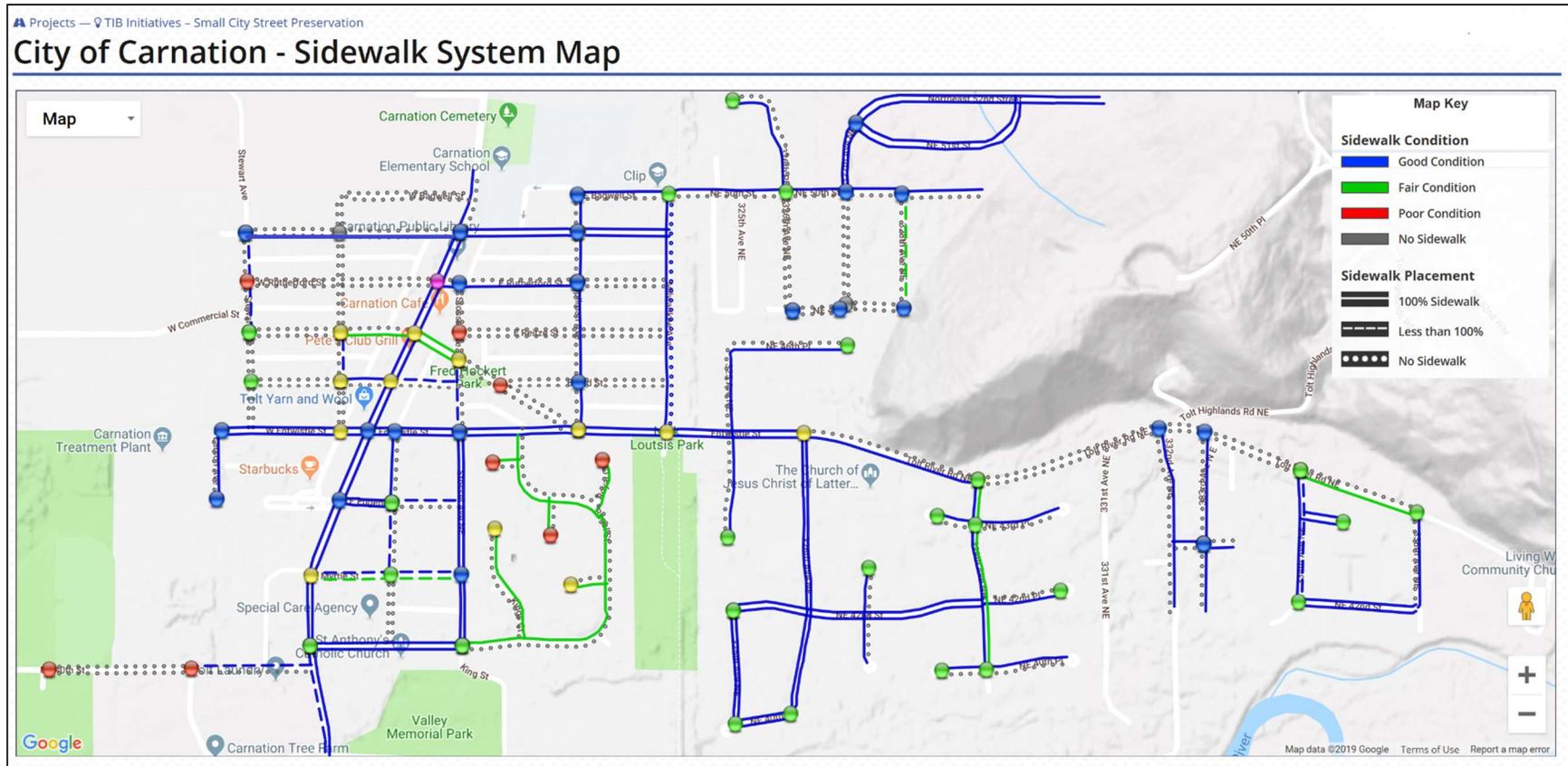
The Snoqualmie Valley Trail is also a very popular facility for bicyclists. Other mountain biking trails that bring visitors to the Carnation area include the off-road biking at Tolt-MacDonald Park.

A survey of bicyclists taken in March 2010 showed that Carnation is a popular destination for both mountain and road biking, with many respondents citing the “rural/serene/scenic” qualities and good trails as unique. Most respondents bike in the Carnation area one to five times a month. When asked how Carnation could better serve their needs, many called for more and improved trails, as well as adding a shoulder to SR 203.

The City should improve its system of linked access for pedestrians, bicyclists and equestrians. There are two components of the linked system: sidewalks within rights-of-way that also serve vehicular traffic, and non-motorized trails such as the Snoqualmie Valley Trail and the levee trail along the Tolt River. When combined with Entwistle Street, the local sidewalk/trail system links neighborhoods to each other and the rest of the city. Most neighborhoods are within a half-mile walk of Tolt Avenue with access to parks, schools, the library, etc. This trail and sidewalk system links Carnation to the region, through the state highway and through the Snoqualmie Valley Trail.

Figure T-4 shows a Map of Sidewalks.

Figure T-4 – Map of Sidewalks



Washington State Transportation Improvement Board (TIB)
 Small City Street Inventory, July 2018

f. Previous Accomplishments

Capital projects completed between 2007 and 2019 include:

Year	Project Name	Total Cost		Grant Funds		City Funds	
2007	Morrison Intersection	\$266,453	TIB	\$218,254	81.91%	\$48,199	18.09%
2007	Blanche Street Reconstruction	\$757,611	TIB SCAP	\$695,350	91.78%	\$62,261	8.22%
2008	Tolt Corridor Redevelopment Study	\$200,000	PSRC RTCC	\$177,000	88.50%	\$23,000	11.50%
2008	Stossel Avenue Reconstruction	\$1,029,350	TIB SCAP	\$850,000	82.58%	\$179,350	17.42%
2008	Carnation Elementary Tolt Ave Safe Routes to School Improvements	\$150,651	WSDOT SRTS	\$140,141	93.02%	\$10,510	6.98%
2010	Entwistle Traffic Signal	\$721,519	TIB PSRC BIA Tribe	\$704,000	97.57%	\$17,519	2.43%
2014	Spilman Ave Safe Route to School	\$330,286	WSDOT SRTS	\$290,000	87.80%	\$40,286	12.20%
2015	NE 50 th Street Overlay by developer						
2015-2016	East Rutherford Reconstruction	\$316,948	TIB SCAP	\$285,170	89.97%	\$31,778	10.03%
2016	326 th Ave NE Overlay by developer						
2017	East Entwistle Overlay (Stossel to Spilman)	\$128,069	TIB SCPP	\$128,069	94.90%	\$6,537	5.10%
2018	Morrison Street Improvements (East and West, Stewart to Milwaukee)	\$808,470	TIB SCAP	\$740,727	91.62%	\$68,198	8.44%
2019	<u>Tolt Avenue CBD ROW Acquisition Phase</u>	<u>\$192,732</u>	<u>TIF</u>	<u>\$0</u>	<u>0%</u>	<u>\$192,732</u>	<u>100%</u>
2015- 2019 2020	Tolt Avenue CBD Design Phase	\$850,000 <u>538,917</u>	PSRC TAP	\$735,250	86.504 <u>7.8%</u>	\$114,750 <u>803,667</u>	13.505 <u>2.2%</u>
	TOTAL	<u>\$5,559,357</u> <u>6,441,006</u>		\$4,957,424	<u>89.177</u> <u>7%</u>	<u>\$602,388</u> <u>1,484,037</u>	<u>10.842</u> <u>3%</u>

3. Traffic Level of Service

a. Traffic Volumes

Tolt Avenue (SR 203) is designated as a regionally significant state highway, which is the classification for all state transportation facilities that are not designated as Highways of Statewide Significance (HSS). WSDOT currently classifies Tolt Avenue as an “Urban Minor Arterial”. Tolt Avenue has the functional characteristics of a “Class 5” highway, as defined in the WSDOT Design Manual.

The review in this Plan is based in part on traffic data from WSDOT using traffic count data reported from 2007, 2009, 2012, 2016, and 2017. In addition, traffic count data from May, 2016, was collected at the intersections of Morrison Street, Entwistle Street, and Blanche Street. Data was also collected at five study intersections on Tolt Avenue in January, 2017. The 2017 data actually showed lower vehicle volumes when compared to the 2016 intersections. The difference can be explained, in part, due to the different time of year the data was collected. For purposes of this study, it was decided that the larger 2016 counts be used, supplemented with 2017 data where needed, to develop more conservative estimates of future performance. The actual traffic count studies are provided in the Tolt Avenue Corridor Traffic Study (*August 2017*). The summarized existing counts are shown in Table T-1.

2017 traffic counts show that the truck traffic comprises an average of about 10% of total traffic on SR 203 during the peak hours. The same percentage was used for the future condition analyses.

Table T-1: Existing 2016 and 2017 Peak Hour Traffic Volumes

2016 Existing Traffic Hour Flow Rates (Existing)-PM													
Intersection	Eastbound			Westbound			Northbound			Southbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
E Morrison St	3	1	2	28	1	45	4	704	34	41	460	3	1,326
W Entwistle St	24	17	18	86	10	63	11	669	72	23	411	13	1,417
Blanche St				11	0	12	1	805	44	19	453	1	1,346

2017 Existing Traffic Hour Flow Rates (Existing)-AM													
Intersection	Eastbound			Westbound			Northbound			Southbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
E Morrison St	2	0	1	5	0	16	0	181	5	11	296	1	518
W Commercial St	1	0	2	10	2	15	1	168	3	15	292	2	511
W Entwistle St	3	3	8	82	3	4	3	116	22	3	278	3	528
E Eugene St	17	2	46	4	1	2	25	166	2	1	336	41	643
Blanche St				7	0	19	0	177	6	10	372	0	591
2017 Existing Traffic Hour Flow Rates (Existing)-PM													
Intersection	Eastbound			Westbound			Northbound			Southbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
E Morrison St	4	1	0	10	2	32	3	528	29	39	276	4	928
W Commercial St	5	1	6	6	0	22	4	524	9	17	271	1	866
W Entwistle St	19	22	4	71	10	36	6	496	93	22	273	3	1,055
E Eugene St	33	7	33	3	4	9	49	550	19	1	272	51	1,031
Blanche St				9	0	11	0	606	22	19	291	0	958

b. Concurrency

Levels of service provide a measurement of the quality of service provided by the transportation system. The Growth Management Act (GMA) requires the establishment of a Level of Service (LOS) Standard as a guideline for evaluating the performance of the existing transportation system. It is also used to determine whether transportation improvements or services will be available to serve proposed development at the time of development or within six years of the development. This requirement is called Concurrency. If services which will operate at the adopted LOS standard will not be concurrent with a proposed development, then either funding for the improvements must be identified or the development cannot be granted approval as proposed. The Concurrency management system will be implemented and enforced by ordinance.

The Puget Sound Regional Council (PSRC) adopted LOS standards for all Highways of Regional Significance in 2003, which included SR 203. To be consistent with the PSRC, the City has adopted a standard of LOS D for signalized intersections.

c. Level of Service Analysis

Within city limits, Tolt Avenue has a posted speed limit of 30 miles per hour. The intersection of Tolt Avenue and Entwistle Street is controlled by a traffic signal. All other intersections along Tolt Avenue within the city are stop-controlled on the minor (east-west) legs. The intersection of Morrison Street is approximately 1,250 feet north of Entwistle Street, at Carnation Elementary school, and has a pedestrian activated crossing beacon on the southern approach. Blanche Street is located approximately 1,250 feet south of Entwistle Street, with a marked crosswalk on the southern approach connecting transit stops. Morrison Street and Blanche Street are almost ¼ mile from Entwistle Street, which makes them the most viable locations for considering controls such as traffic signals or roundabouts on Tolt Avenue.

This review and evaluation looked at peak period traffic for the following five intersections:

1. Tolt Avenue (SR 203) at E Morrison Street
2. Tolt Avenue (SR 203) at W Commercial Street
3. Tolt Avenue (SR 203) at Entwistle Street
4. Tolt Avenue (SR 203) at E Eugene Street
5. Tolt Avenue (SR 203) at Blanche Street

Four of these intersections (Morrison Street, Commercial Street, Entwistle Street, and NE 40th Street/Blanche Street) are defined as key intersections in the transportation element of the City's Comprehensive Plan. Eugene Street is included as an intersection for this analysis because it provides access to and from a small shopping center that also serves as a downtown activity center. It should be noted that the west leg of this intersection is not a public street; it is an access driveway for the shopping center.

Intersection Level of Service (LOS) for each study intersection was determined by using methodologies contained in the Highway Capacity Manual (Transportation Research Board, 2010). Synchro 9.1 software was used for calculations to determine delay and LOS performance measurements all intersections except for roundabouts. Intersections controlled with a roundabout were analyzed using Sidra software version 7.

The Highway Capacity Manual uses formulas to calculate delay. Evaluating the transportation arterial system, particularly at intersections, is typically described in terms of congestion, which can be measured by average vehicle delay or travel speed, vehicular density, or volume-to-capacity ratio. The volume-to-capacity ratio (V/C) is the ratio of existing or forecasted traffic volumes to the traffic capacity of the roadway or intersection.

Table T-2: Intersection Level of Service (LOS) Criteria

LOS	Signalized Intersection Delay (sec)	Unsignalized Intersection Delay (sec)
A	≤10 sec	≤10 sec
B	10–20 sec	10–15 sec
C	20–35 sec	15–25 sec
D	35–55 sec	25–35 sec
E	55–80 sec	35–50 sec
F	≥80 sec	≥50 sec

Source: 2010 Highway Capacity Manual

However, this formula methodology may not accurately reflect the impacts due to traffic delays and queuing from nearby intersections. Therefore, SimTraffic 9.1 software was used to simulate traffic operations on the Tolt Avenue corridor and record corridor performance measures, including travel time, average speed, and queuing. The SimTraffic model uses random numbers to generate vehicles entering the system, so it produces different values each model run. For this analysis, the SimTraffic model was run five times for each scenario and the results were averaged together. Based on traffic data collected in January 2017, Table T-3 summarizes existing traffic operations for both AM and PM peak periods.

Table T-3: 2017 LOS Summary

Intersection	AM Peak			PM Peak		
	LOS ₁	Delay ₂	V/C ₃ or WM ₄	LOS ₁	Delay ₂	V/C ₃ or WM ₄
Tolt Ave and Blanche St	B	11	WB	C	17	WB
Tolt Avenue and Eugene St	B	14	WB	C	23	EB
Tolt Ave and Entwistle St	A	5	0.3	A	6	0.6
Tolt Ave and Commercial St	B	13	EB	C	17	EB
Tolt Ave and Morrison St	B	12	EB	D	26	EB

1. Level of Service as defined in the *Highway Capacity Manual* (TRB, 2010)
2. Average delay per vehicle in seconds.
3. Volume to capacity ratio reported for signalized or All-Way Stop Control (AWSC) intersections.
4. Worst movement reported for Two-Way Stop Control (TWSC) intersections

The City has adopted LOS D for signalized intersections. As shown in Table T-3, the only signalized study intersection is at Entwistle Street, and it is currently operating at LOS A in both AM and PM peak hours. The other four study intersections are unsignalized, and the worst movement approaches are operating at LOS D or better under existing conditions. In addition, after reviewing the summarized results, intersection delays were found to be longer at all the study intersections during the PM peak compared to the AM peak hour. Therefore, this analysis focused on only reviewing the PM peak hour performance.

4. Future Needs

a. Land Use Assessment and Trip Generation Projections.

The land use assumptions used to determine the 2035 traffic volumes within the City were based on the City's proposed Land Use Map including the docket request to change the land use designation for 34 acres from commercial and industrial to high density residential development. These land use assumptions include a commercial core located between Rutherford and Myrtle Streets, with mixed use development allowed to the north and south along SR 203; higher density residential development allowed between the Mixed-Use Zone and Stossel Avenue and east of SR 203 in the Potential Annexation Area; single family development in the Potential Annexation Area west of SR 203 and in lands not yet platted east of the Snoqualmie Valley Trail. In addition, substantial infill residential development may occur in the original platted areas; plus, continued and expanded non-residential uses west of the SR 203 corridor.

b. Traffic Volume Forecasts

In order to evaluate future transportation needs, forecasts must be made of future travel demand. Developing traffic forecasts for existing streets based on future land use allows the adequacy of the street system to be evaluated.

- **Annual Growth Rate:** While growth rates fluctuate between positive and negative over shorter analysis periods (three to five years), it appears that the overall traffic growth over longer periods (15 to 20 years) has been closer to 1% per year, on average. It is our opinion that using a 2% or higher annual growth rate for background traffic will overstate volumes, so a 1% annual growth rate was used in both in the near-term (2022) and long term (2035) forecast scenarios. This is supported by some of the Puget Sound Regional Council (PSRC) estimates of traffic growth in the region.
- **Land Use Trip Generation:** Land use trip calculations are in accordance with the ITE Trip Generation Manual, 9th Edition. Trips were generated by considering the partial build-out of undeveloped land in 2022 based on anticipated near-term projects and consistency with the Land Use Element of this Comprehensive Plan. For the design year of 2035, this

report assumed 60% of full build-out of all undeveloped land based on the City's current land use zoning.

- **Forecast Volumes:** For this analysis, we used the 2016 traffic count data, which showed higher volumes, supplemented with 2017 data, which included additional intersections, to develop the background traffic volumes. A 1% annual growth rate was applied to generate 2022 and 2035 background traffic. Then trips based on the local land use development forecast were added into the background traffic to complete the future values used in the analysis models and the build alternatives. The final forecasted volumes are shown in the Tolt Avenue Corridor Traffic Study (*August 2017*).
- **Future Traffic Signals:** Tolt Avenue is classified as a state route and a Class 5 roadway. According to RCW 47.24.020(13), WSDOT is responsible for controlling, operating, and maintaining Tolt Avenue (SR 203) as long as the population of the City of Carnation is less than 25,000.

WSDOT design manual chapter 540 defines the characteristics and requirements for a Class 5 roadway. It discusses the need for a minimum of $\frac{1}{4}$ mile spacing for controlled intersections, and any proposed "signalization or other control type needs an engineering analysis signed and sealed by a qualified professional engineer". A traffic signal warrant analysis is needed prior to deciding to install traffic signal controls at an intersection. Traffic signal warrants are found in the Manual on Uniform Traffic Control Devices (MUTCD), published by FHWA. A traffic signal should meet at least one of the warrants before proceeding with installation.

2022 Forecast Volumes

The five-year land use trip values were estimated using a combination of formulas from the ITE Trip Generation Manual and discussions with City staff. Using this methodology results in 484 trips generated during the PM peak hour from anticipated development. Applying a 10% internal capture rate, this leaves 436 external trips to be distributed on Tolt Avenue. These 436 external trips were distributed to Tolt Avenue based on existing traffic patterns and using the entering and exiting percentages from the ITE Trip Generation Manual for each land use type. Lastly, we assumed that 60% of traffic came to and from the south of the City and 40% came to and from the north of Carnation.

The results are summarized in Table T-4A.1, and also in the Tolt Avenue Corridor Traffic Study (*August 2017*). These values are used in the various alternatives reviewed that did not involve northbound and southbound left turn restrictions.

For the scenarios that include left turn restrictions, the affected northbound and southbound left turn trips were manually reassigned to be added to the next intersection with a left turn opportunity. The five-year volume forecast adjusted for left turn restrictions is summarized in Table T-4A.2 and included in the Tolt Avenue Corridor Traffic Study (*August 2017*).

Table T-4A.1: 2022 Forecast Volumes

2022	Vehicle Type	Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Morrison Street	Vehicle	3	1	2	30	1	48	4	747	36	44	488	3
	Land Use Trips	0	4	0	12	2	20		62	21	14	79	0
	total	3	5	2	42	3	68	4	809	57	58	568	3
Commercial Street	Vehicle	8	2	10	10	0	35	6	778	13	31	456	2
	Land Use Trips	0	6	0	3	2	17	2	66	35	46	45	0
	total	8	8	10	13	2	52	8	844	48	76	501	2
Entwistle Street	Vehicle	25	18	19	91	11	67	12	710	76	24	436	14
	Land Use Trips	0	16	0	87	12	25	0	76	56	0	49	0
	total	25	34	19	178	23	92	12	786	132	24	485	14
Eugene Street	Vehicle	31	11	50	5	6	14	58	754	37	2	459	86
	Land Use Trips	0	3	0	3	2	7	0	125	14	24	96	0
	total	31	13	50	7	8	20	58	879	51	26	570	86
Blanche Street	Vehicle	--	--	--	12	0	13	1	855	47	20	481	1
	Land Use Trips	--	--	--	20	0	14	0	126	14	9	105	0
	total	--	--	--	32	0	26	1	980	61	29	586	1

Table T-4A.2: 2022 Forecast Volumes with Adjustments for Left Turn Restrictions

2022	Vehicle Type	Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Morrison Street	Vehicle	3	1	2	30	1	48	4	747	36	44	488	3
	Land Use Trips	0	4	0	12	2	20		62	21	14	79	0
	total	3	5	2	42	3	68	4	809	57	58	568	3
Commercial Street	Vehicle	8	2	10	10	0	35	6	778	13	31	456	2
	Land Use Trips	0	6	0	3	2	17	2	66	35	46	45	0
	total	8	8	10	13	2	52	0	864	48	76	501	2
Entwistle Street	Vehicle	25	18	19	91	11	67	12	710	76	24	436	14
	Land Use Trips	0	16	0	87	12	25	0	76	56	0	49	0
	total	25	34	19	178	23	92	0	798	132	0	509	14
Eugene Street	Vehicle	31	11	50	5	6	14	58	754	37	2	459	86
	Land Use Trips	0	3	0	3	2	7	0	125	14	24	96	0
	total	31	13	50	7	8	20	58	879	51	50	570	86

2022	Vehicle Type	Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Blanche Street	Vehicle	--	--	--	12	0	13	1	855	47	20	481	1
	Land Use Trips	--	--	--	20	0	14	0	126	14	9	105	0
	total	--	--	--	32	0	26	1	980	61	29	586	1

2035 Forecast Volumes

The same methodology used above was applied to the design year of 2035. The design year land use trips were derived assuming that 60% of the full build-out of all undeveloped land based on the City's current land use zoning. This results in an increase of approximately 900 PM peak-hour trip ends to, from, or within the city of Carnation. Assuming a 10% internal capture rate, this results in 810 external trips, with 60% of traffic to and from the south of the City and 40% to and from the north of Carnation.

The results are summarized in Table T-4B.1, and also in the Tolt Avenue Corridor Traffic Study (*August 2017*). These values are used in the various alternatives reviewed that did not involve northbound and southbound left turn restrictions.

For the scenarios that include left turn restrictions, the affected northbound and southbound left turn trips were manually reassigned to be added to the next intersection with a left turn opportunity. The design year volume forecast adjusted for left turn restrictions is summarized in Table T-4B.2 and included in the Tolt Avenue Corridor Traffic Study (*August 2017*).

Table T-4B.1: 2035 Forecast Volumes

2035	Vehicle Type	Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Morrison Street	Vehicle	4	1	2	34	1	54	5	851	41	50	556	4
	Land Use Trips	0	7	0	23	3	39	0	119	38	25	143	0
	total	4	8	2	57	4	93	5	969	79	75	699	4
Commercial Street	Vehicle	9	2	11	11	0	40	7	885	15	35	519	2
	Land Use Trips	0	12	0	6	4	32	2	124	63	82	83	0
	total	9	14	11	17	4	73	0	1,032	78	117	640	2
Entwistle Street	Vehicle	29	21	22	104	12	76	13	808	87	28	497	16
	Land Use Trips	0	19	0	167	24	48	0	140	101	0	130	0
	total	29	39	22	270	36	124	0	961	188	0	655	16
Eugene Street	Vehicle	36	12	56	5	7	15	66	858	42	2	522	98
	Land Use Trips	0	5	0	5	3	13	0	228	25	44	186	0
	total	36	17	56	11	10	28	66	1,086	68	74	768	98
Blanche Street	Vehicle	--	--	--	13	0	14	1	973	53	23	547	1
	Land Use Trips	--	--	--	39	0	26	0	227	25	17	201	0
	total	--	--	--	52	0	40	1	1,200	78	40	748	1

Table T-4B.2: 2035 Forecast Volumes with Adjustments for Left Turn Restrictions

2035	Vehicle Type	Eastbound			Westbound			Northbound			Southbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Morris on	Vehicle	4	1	2	34	1	54	5	851	41	50	556	4
	Land Use Trips	0	7	0	23	3	39	0	119	38	25	143	0
	total	4	8	2	57	4	93	5	969	79	75	699	4
Comm ercial	Vehicle	9	2	11	11	0	40	7	885	15	35	519	2
	Land Use Trips	0	12	0	6	4	32	2	124	63	82	83	0
	total	9	14	11	17	4	73	0	1,032	78	117	640	2
Entwist le	Vehicle	29	21	22	104	12	76	13	808	87	28	497	16
	Land Use Trips	0	19	0	167	24	48	0	140	101	0	130	0
	total	29	39	22	270	36	124	0	961	188	0	655	16
Eugene Street	Vehicle	36	12	56	5	7	15	66	858	42	2	522	98
	Land Use Trips	0	5	0	5	3	13	0	228	25	44	186	0
	total	36	17	56	11	10	28	66	1,086	68	74	768	98
Blanch e	Vehicle	--	--	--	13	0	14	1	973	53	23	547	1
	Land Use Trips	--	--	--	39	0	26	0	227	25	17	201	0
	total	--	--	--	52	0	40	1	1,200	78	40	748	1

c. Traffic Build Alternatives

This analysis developed a baseline condition Synchro model, then modified the model with different configurations to examine the impacts of various changes to the roadway operation. The Build alternatives include various combinations of the following intersection capacity improvements and traffic controls:

- **Tolt Avenue and Morrison Street**
 - Northbound left-turn lane
 - Traffic Signal (included in TIP)
- **Tolt Avenue and Rutherford Street**
 - Northbound left-turn lane
- **Tolt Avenue and Commercial Street**
 - Southbound left-turn lane
 - Northbound Left Turn Restriction
- **Tolt Avenue and Bird Street**
 - Northbound Left Turn Restriction
- **Tolt Avenue and Entwistle Street**
 - Eastbound left-turn lane

- Westbound left-turn lane
- Northbound left-turn lane
- Southbound left-turn lane
- Northbound and Southbound Left Turn Restrictions
- **Tolt Avenue and Eugene Street**
 - Northbound left-turn lane
 - Southbound left-turn lane
- **Tolt Avenue and Blanche Street**
 - Southbound left-turn lane
 - Traffic Signal or roundabout (included in TIP)

There are many possible combinations of left turn lanes and intersection traffic controls that can be used to develop alternative options. For this report, we limited our study to the following build alternatives based on review of the baseline models and discussions with City staff. Descriptions of the various Build Alternatives modeled are as follows:

- Baseline - the baseline condition includes the following left-turn pockets; northbound at Eugene Street, southbound at Blanche Street, and southbound at Commercial Street.
- Build Alternative 1A - Includes the Baseline condition with northbound, southbound, eastbound and westbound left turn lanes at Entwistle Street.
- Build Alternative 1B - Includes the Baseline condition with only north and southbound left-turn lanes at Entwistle Street.
- Build Alternative 2A - Includes the Baseline condition with east and westbound left-turn lanes at Entwistle Street. The traffic signal at Entwistle Street does not have turn lanes on Tolt Avenue, and allows permissive northbound and southbound left turn movements.
- Build Alternative 2B - Includes Build Alternative 2A condition. The traffic signal at Entwistle Street configured to use a “split phase” operation, allowing for protected northbound and southbound left turn movements
- Build Alternative 3A - Includes the Baseline condition with additional southbound left turn lane at Eugene Street and northbound left turn lane at Rutherford Street. Entwistle Street has northbound and southbound left turn restrictions, and a westbound left turn lane. Northbound left turns are also restricted at Bird Street and Commercial Street.
- Build Alternative 3B - Includes the Build Alternative 3A condition and an eastbound left turn lane at Entwistle Street.
- Build Alternative 4A - Includes the Build Alternative 3A condition with the addition of a traffic signal at Morrison St and a roundabout at Blanche Street.

- Build Alternative 4B - Includes the Build Alternative 4A condition and an eastbound left turn lane at Entwistle Street.
- Build Alternative 5A - Includes the Baseline condition with a continuous two-way left-turn lane in the center of Tolt Ave from Eugene Street to Morrison Street, a traffic signal at Morrison Street, and a westbound left turn lane at Entwistle Street.
- Build Alternative 5B - Includes the Build Alternative 5A condition and an eastbound left turn lane at Entwistle Street.

d. Future Level of Service Summaries

2022 Level of Service Summary

Table T-4C summarizes the results of the baseline and select Build Alternative models. A complete summary of the model results is located in the Tolt Avenue Corridor Traffic Study (*August 2017*). Following are a few observations from the LOS analysis:

- Adding Eastbound and Westbound left turn pockets at Entwistle St (Build Alternative 2A) reduces the overall intersection baseline delay from 15.9 seconds to 13.6, (LOS B).
- Adding North and Southbound left turn pockets combined with eastbound and westbound left turn pockets (Build Alternative 1A) reduces overall intersection delay to 14.2 seconds (LOS B).
- "Split Phase" signal operation (Build Alternative 2B) added significant overall delay (LOS F) at Entwistle Street, and is not recommended.
- Adding Eastbound and Westbound left turn pockets at Entwistle St and restricting Northbound and Southbound left turns (Build Alternative 3A) shows the best performance of the options reviewed, reducing the overall intersection baseline delay from 15.9 seconds to 11.5, (LOS B).
- Adding a traffic signal at Morrison Street (Build Alternative 4A) results in an intersection delay at Morrison Street of 6.8 seconds (LOS A). Entwistle Street has an intersection delay of 14.4 seconds (LOS B), which appears to be due to synchronization with the traffic signal at Morrison Street.
- Build Alternative 5A model results for Entwistle Street intersection are 14.4 seconds (LOS B). This scenario includes a continuous two-way left turn lane on Tolt Avenue. In order to have room for the center turn lane, this option needs parking to be removed on the corridor. Removing all the parking is contrary to the goals of this project. Given that there is reasonably equivalent performance with other build alternatives in this study, it appears that removing parking would not be necessary. Therefore, this alternative is not recommended.

Table T-4C: 2022 LOS Summary

2022		Base 2022		Build Alt 1A		Build Alt 2A		Build Alt 2B		Build Alt 3A		Build Alt 4A		Build Alt 4B		Build Alt 5A	
		Delay ² (sec)/ LOS ¹		Delay ² (sec)/ LOS ¹		Delay ² (sec)/ LOS ¹		Delay ² (sec)/ LOS ¹		Delay ² (sec)/ LOS ¹		Delay ² (sec)/ LOS ¹		Delay ² (sec)/ LOS ¹		Delay ² (sec)/ LOS ¹	
Morrison St	Overall	13.6	-	13.6	-	13.6	-	13.6	-	13.6	-	6.8	A	7.2	A	6.9	A
	EB	85.8	F	38.3	D	42.8	D	38.3	D								
	WB	145	F	43.9	D	49	D	43.9	D								
	NB	-	n/a	2.3	A	2.2	A	2.5	A								
	SB	-	n/a	3.7	A	3.6	A	3.7	A								
Commercial St	Overall	5.9	-	5.9	-	5.9	-	5.9	-	5.9	-	5.9	-	5.9	-	5.8	-
	EB	93.9	F														
	WB	64	F	62.3	F												
	NB	-	n/a														
	SB	-	n/a														
Entwistle St	Overall	15.9	B	14.2	B	13.6	B	125.1	F	11.5	B	14.4	B	15.8	B	14.2	B
	EB	24.5	C	25.4	C	25	C	68.7	E	23.9	C	33.3	C	35.8	D	33.3	C
	WB	31.8	C	28.4	C	28	C	124.6	F	25.5	C	36.1	D	40.8	D	36.1	D
	NB	15	B	13	B	12.3	B	118.5	F	9.8	A	13	B	14.4	B	12.5	B
	SB	7.3	A	6.9	A	6.3	A	147.6	F	4.9	A	1.8	A	1.2	A	2.1	A
Eugene St	Overall	15.2	-	15.2	-	15.2	-	15.2	-	15.2	-	15.2	-	15.2	-	14.5	-
	EB	262	F	249	F												
	WB	61.1	F	59.3	F												
	NB	-	n/a														
	SB	-	n/a														
Blanche St	Overall	4.9	-	4.9	-	4.9	-	4.9	-	4.9	-	18.3	B	18.3	B	18.3	B
	EB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	WB	104	F	12.3	B	12.3	B	12.3	B								
	NB	-	n/a	23.6	C	23.6	C	23.6	C								
	SB	-	n/a	9.9	A	9.9	A	9.9	A								

1. Level of Service as defined in the *Highway Capacity Manual* (TRB 2010)
2. Average delay per vehicle in seconds.
3. Worst movement reported for TWSC intersections

2035 Level of Service Summary

Table T-4D summarizes the results of the baseline and alternative models in the design year. Following are a few observations:

- Adding Eastbound and Westbound left turn pockets at Entwistle St (Build Alternative 2A) reduces the overall intersection baseline delay from 55.2 seconds (LOS E) to 35.0, (LOS C).
- Adding North and Southbound left turn pockets when combined with eastbound and westbound left turn pockets (Build Alternative 1A) reduces delay to 35.1 seconds (LOS D).
- "Split Phase" signal operation (Build Alternative 2B) added significant overall delay (LOS F) at Entwistle Street, and is not recommended.
- Adding Eastbound and Westbound left turn pockets at Entwistle St and restricting Northbound and Southbound left turns (Build Alternative 3A) reduced the overall intersection baseline delay from 55.2 seconds to 40.3, (LOS D).
- Adding a traffic signal at Morrison St (Build Alternative 4A) results in an intersection delay of 10.3 seconds (LOS B). Entwistle Street has an intersection delay of 38.6 seconds (LOS D) due to coordination with the traffic signal at Morrison Street.
- Similar to the five year model results, Build Alternative 5A model results show reasonably equivalent performance with other build alternatives (37.2 seconds, LOS D at Entwistle Street). Given this scenario requires removing all parking, which is contrary to project objectives, this alternative is not recommended.

Table T-4D: 2035 LOS Summary

2035		Base 2035		Build Alt 1A		Build Alt 2A		Build Alt 2B		Build Alt 3A		Build Alt 4A		Build Alt 4B		Build Alt 5A	
		Delay ² (sec)/ LOS ¹		Delay ² (sec)/ LOS ¹		Delay ² (sec)/ LOS ¹		Delay ² (sec)/ LOS ¹		Delay ² (sec)/ LOS ¹		Delay ² (sec)/ LOS ¹		Delay ² (sec)/ LOS ¹		Delay ² (sec)/ LOS ¹	
Morrison St	Overall	89.4	-	89.4	-	89.4	-	89.4	-	89.4	-	10.3	B	10.3	B	10.2	B
	EB	527	F	45.2	D	45.2	D	41	D								
	WB	877	F	52.6	D	52.6	D	48.2	D								
	NB	-	n/a	5.1	A	5.1	A	5.8	A								
	SB	-	n/a	5.8	A	5.8	A	5.7	A								
Commercial St	Overall	80.7	-	80.7	-	80.7	-	80.7	-	80.7	-	80.7	-	80.7	-	80.7	-
	EB	818	F	818	F	818	F	818	F	776	F	776	F	776	F	818	F
	WB	1120	F														
	NB	-	n/a														
	SB	-	n/a														
Entwistle St	Overall	55.2	E	35.1	D	35	C	262	F	40.3	D	38.6	D	35.7	D	37.2	D
	EB	27.8	C	40.1	D	38.7	D	68.8	E	37	D	36.6	D	37.8	D	33.1	C
	WB	68.4	E	84	F	70.4	E	171	F	56.3	E	54.3	D	63.2	E	47.5	D
	NB	76.5	E	32.1	C	36.4	D	304	F	52.3	D	54.3	D	45.2	D	51.8	D
	SB	15.8	B	9.8	A	10.6	B	280	F	10.7	B	2.5	A	2.3	A	6.7	A
Eugene St	Overall	123	-	123	-	123	-	123	-	137.5	-	137.5	-	137.5	-	104	-
	EB	2352	F	2352	F	2352	F	2352	F	2629	F	2629	F	2629	F	2021	F
	WB	553	F	553	F	553	F	553	F	688	F	688	F	688	F	389	F
	NB	-	n/a														
	SB	-	n/a														
Blanche St	Overall	44.3	-	44.3	-	44.3	-	44.3	-	44.3	-	51.9	D	51.9	D	51.9	D
	EB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	WB	771	F	25.9	C	25.9	C	25.9	C								
	NB	-	n/a	76.1	E	76.1	E	76.1	E								
	SB	-	n/a	15.7	B	15.7	B	15.7	B								

1. Level of Service as defined in the *Highway Capacity Manual* (TRB, 2010)
2. Average delay per vehicle in seconds.
3. Worst movement reported for TWSC intersections

Arterial Performance Summary

Table T-4E summarizes the five year and design year results of the SimTraffic models for the baseline and select alternative build conditions for vehicles traveling northbound and southbound on Tolt Avenue between Morrison Street and Blanche Street. The performance measures considered include the total driver delay (lower values are better), travel time (lower values are better), and average speed (higher values are better). A few observations are as follows:

- in 2022 and 2035, Build Alternatives 4B and 5A have the lowest similar combined vehicle delays.
- in 2022 and 2035, Build Alternative 3A has the lowest travel time in each direction.
- in 2022 and 2035, Build Alternative 3A has the highest average vehicle speed in each direction.

Table T-4E Arterial Performance - Tolt Avenue between Morrison St and Blanche St

2022	Base 2022		Build Alt 1A		Build Alt 2A		Build Alt 2B		Build Alt 3A		Build Alt 4A		Build Alt 4B		Build Alt 5A	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Delay (sec/veh)	74	278	36	29	52	168	173	230	38	119	68	26	63	28	68	23
Travel Time (sec)	159	543	102	98	119	320	473	354	104	87	372	94	273	95	315	90
Arterial Speed (MPH)	15	6	20	22	17	9	9	7	20	24	15	23	15	22	15	24
2035	Base 2035		Build Alt 1A		Build Alt 2A		Build Alt 2B		Build Alt 3A		Build Alt 4A		Build Alt 4B		Build Alt 5A	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
Delay (sec/veh)	128	495	75	97	103	439	197	276	94	27	83	46	79	38	78	37
Travel Time (sec)	446	1,829	169	177	316	1,466	1,058	674	207	96	839	121	822	106	794	104
Arterial Speed (MPH)	10	4	14	13	12	4	8	6	13	22	13	19	14	20	14	20

NOTE: red numbers highlight best results in each performance category

95th percentile Queuing Summary

Tables T-4F and G summarize the five year and design year results of the SimTraffic models for the baseline and select alternative build conditions looking at vehicles traveling in each direction at study intersections. A few observations are as follows:

- Vehicle queues from the traffic signal at Entwistle St extend north and south through adjacent intersections, making east and westbound left turns more difficult.
- Queuing on Tolt Avenue is increased by vehicles waiting to make left turns from the "through" traffic lane in the baseline and Alternative Build 2A scenarios.

- Queuing is reduced in the northbound and southbound directions due to left turn restrictions in Build Alternatives 3A, 4A, and 4B.
- The only difference between build alternatives is the addition of an eastbound left turn lane at Entwistle Street. The random numbers generated in each model run may account for some of the differences in the queues lengths.

Table T-4F: 2022 95% Queue Length Summaries (feet) using SimTraffic Model

2022		Baseline 2022	Build Alt 1A	Build Alt 2A	Build Alt 2B	Build Alt 3A	Build Alt 4A	Build Alt 4B	Build Alt 5A
Morrison St	EB	64	80	68	109	84	51	46	41
	WB	658	591	632	680	651	113	102	110
	NB	84	47	58	49	39	210	223	215
	SB	799	70	700	717	101	267	300	239
Commercial St	EB	261	94	196	212	131	95	83	74
	WB	403	163	312	401	281	87	136	111
	NB	94	37	125	62	24	19	10	37
	SB	346	109	335	269	120	102	114	106
Entwistle St	EB	100	95	66	113	89	115	70	117
	WB	362	198	177	556	186	201	213	194
	NB	413	375	399	346	377	347	327	356
	SB	659	272	690	532	242	231	246	219
Eugene St	EB	428	448	409	393	446	471	406	463
	WB	190	170	230	407	161	87	103	96
	NB	847	338	585	774	366	88	73	156
	SB	281	306	267	71	107	91	110	53
Blanche St	EB	--	--	--	--	--	--	--	--
	WB	292	268	320	699	213	50	53	51
	NB	409	19	139	496	8	496	528	472
	SB	141	210	136	32	33	103	102	102

Table 4G: 2035 95% Queue Length Summaries (feet) using SimTraffic Model

2035		Baseline 2035	Build Alt 1A	Build Alt 2A	Build Alt 2B	Build Alt 3A	Build Alt 4A	Build Alt 4B	Build Alt 5A
Morrison St	EB	238	144	193	100	141	60	62	53
	WB	626	651	643	647	616	226	199	180
	NB	32	55	55	18	69	244	242	227
	SB	786	369	746	722	160	494	406	307
Commercial St	EB	441	305	439	331	371	193	164	201
	WB	365	367	404	382	388	287	256	270
	NB	38	178	74	9	19	150	19	27
	SB	307	275	282	268	123	121	114	120
Entwistle St	EB	118	161	152	198	158	141	100	132
	WB	467	433	514	439	482	339	377	397

2035		Baseline 2035	Build Alt 1A	Build Alt 2A	Build Alt 2B	Build Alt 3A	Build Alt 4A	Build Alt 4B	Build Alt 5A
	NB	352	396	352	345	366	364	370	361
	SB	590	572	558	529	308	443	398	423
Eugene St	EB	385	369	385	379	379	411	392	386
	WB	400	530	470	579	545	224	242	229
	NB	889	909	907	775	903	144	142	134
	SB	271	455	329	94	167	120	65	51
Blanche St	EB	--	--	--	--	--	--	--	--
	WB	831	820	845	837	798	70	64	67
	NB	581	472	597	459	609	458	456	457
	SB	56	526	28	59	376	234	198	204

e. Traffic Signals

Based on the 2022 and the 2035 forecast traffic volumes at the Tolt Avenue and Morrison Street intersection, a review of Warrant #3: Peak Hour Volume indicates that this warrant may be met as early as 2022. However, it is important to note that just because a warrant is satisfied, meeting this criteria not require that a traffic signal or other control be installed. In fact, exploration of other mitigations and less restrictive traffic controls should be considered before installation of traffic signal controls. In any event, the traffic signal analysis study would need to be completed using current traffic data at that time instead of data from a forecast model.

An option for an intermediate step prior to installing a traffic signal could be to replace the pedestrian activated warning beacons with a High-intensity Activated crossWalk beacon (HAWK). This is a higher degree of traffic control compared to existing controls, and requires drivers to stop when the HAWK beacon is activated. Other options are defining additional right or left turn pockets to help increase capacity at the intersection.

f. Traffic Analysis & Needs

Review of the previous traffic study reports and an independent traffic analysis indicates that:

- As of 2017, the intersections along Tolt Avenue operate at LOS “C” or better during the peak hours. For design year 2035, the baseline scenario indicates that traffic demand at four unsignalized intersections will exceed capacity. Without the improvements, the LOS will deteriorate to unacceptable level for the east and west approaches during the PM peak hour. The signalized intersection at Entwistle Street will operate at LOS E, which is below the City of Carnation adopted LOS D.
- Northbound left-turn lanes are recommended for the intersections at Eugene Street and Rutherford Street. Southbound left-turn lanes are recommended at Commercial Street, Eugene Street, and Blanche Street intersections. Left turn pockets can improve

intersection capacity, enhance safety, and reduce delay to through-vehicles by providing space to separate out turning vehicles. Left turn pocket space can also help reduce vehicle queues spilling back to the downstream intersections during the peak periods.

- Due to the relative low traffic volumes on Eugene Street and the approximate location to Tolt Avenue and Entwistle Street intersection, traffic signals are not recommended for Tolt Avenue and Eugene Street intersection. In 2035, the further degrading of operation of left and through turn traffic on east and west approaches is expected. Additional traffic demand management measures may be needed, such as east and westbound Right-Turn only operations, to address the level of service issue at this intersection.
- Due to the relative low traffic volumes on Commercial Street and the approximate location to Tolt Avenue and Entwistle Street intersection, traffic signals are not recommended for this intersection either. In 2035, the further degrading of operation of left and through turn traffic on east and west approaches is expected. Additional traffic demand management measures may be needed, such as east and westbound Right-Turn only operations, to address the level of service issue at this intersection.
- Build Alternatives 3A, 4A, and 4B include northbound and southbound left turn restrictions on Tolt Avenue. These left turn restrictions combined with the left turn lanes recommended above provide the overall best performances of the feasible scenarios reviewed.
- The difference between build alternative 3A and 4A is the addition of a future traffic signal at Morrison Street. Based on the model results and that a traffic signal is not in the city's six-year plan, build scenario 3A is recommended over 4A at this time.
- Build Alternatives 3B and 4B include an eastbound left turn lane at Entwistle Street. While the added left turn lane slightly improves overall intersection performance, it also reduces the space available for pedestrians at corners and parking. The geometrics of the intersection and accommodating all turning movements will help determine which build alternative to use.
- A traffic signal or roundabout is desirable at Blanche Street to serve future growth. Of the two alternatives, a roundabout may be able to provide better operational and safety improvement, but this option would likely require more right-of-way. A traffic signal will require a traffic signal analysis study, and approval by WSDOT.
- A traffic signal may desirable at Morrison Street to serve future growth in the design year 2035. A traffic signal will require a traffic signal analysis study, and approval by WSDOT. Interim measures should be considered prior to installing a full signal.
- Pedestrian crossings south of Morrison Street and Blanche Street could be upgraded with HAWK beacons to help improve pedestrian safety near the adjacent schools.

- Build Alternatives 5A and 5B scenarios include a continuous two-way left turn lane on Tolt Avenue. In order to have room for the center turn lane, parking to be removed on both side of Tolt Avenue between Eugene Street and Morrison Street. Removing all this parking is contrary to the goals of this project. Given that there is reasonably equivalent performance with other build alternatives in this study, it appears that removing parking would not be necessary in order to meet the City of Carnation criterial of LOS D or better. Therefore, this alternative is not recommended.

g. Parking Needs

Adequate parking in the downtown commercial core is important to the community. Increases in development will create added pressures on parking availability. In addition, existing public parking should be better identified and improved.

A City of Carnation goal for the downtown commercial area is to create an attractive pedestrian environment and to link Carnation's parks and neighborhoods with the downtown area through trails and pathways. Transportation demand management (TDM) strategies may be used to encourage people to use alternative modes of transportation to access the downtown commercial area.

h. Transit Needs

Level of Service for Transit is projected to be poor due to Carnation's small population in comparison with other cities in King County. Given that the regional employment base will likely continue to be located west of the Snoqualmie Valley, METRO feeder service to transit and employment centers such as Redmond or Issaquah may have the most potential to improve transit availability for Carnation citizens. Long-range planning for regional transit service includes high capacity transit to Redmond, so feeder service to Redmond may be the most crucial service for Carnation policy makers to pursue.

i. Bicycle and Pedestrian Access Needs

In general, the pedestrian and bicycle experience of SR 203/Tolt Avenue could be improved. Carnation is just over one square mile in size, with a compact urban form and centralized business district that creates an opportunity for excellent pedestrian access, both within the downtown and linking the nearby neighborhoods to the downtown area. In addition, important regional activities are located in the southern portion of the City, such as Remlinger Farms and Tolt-MacDonald Park. These attractions draw an estimated half million people to the Carnation area over the course of a year. Encouraging these visitors to shop in Carnation's downtown is integral to the City's economic development strategy.

Pedestrian crossings south of Morrison Street and Blanche Street could be upgraded with HAWK beacons to help improve pedestrian safety near Carnation Elementary and Tolt Middle School. Several projects identified in the Tolt Avenue Action Plan would improve pedestrian and bicycle safety around the north and south entrances to town. The Greenway shared paths would be available for bicyclists who desire separation from motorized traffic, while the overall effect of the Plan would slow vehicular traffic, thus improving safety for bicyclists who use the travel lanes. The Action Plan provides for bicycle racks in the Central Business District.

The East Entwistle Street and McKinley Avenue Pedestrian Improvements projects have been identified to complete the missing sidewalk links on East Entwistle between 329th and 332nd Avenues and on McKinley Avenue between Eugene and Blanche Streets.

The Tolt River levee is a King County flood control facility which has access for the public. However, there is a section of trail along the Tolt River levee east of the Snoqualmie Valley Trail which does not have an access easement, and the access along the levee is lost. This segment of the trail is outside City jurisdiction in rural King County. The City should work cooperatively with the property owners and with King County to try to close this missing link.

The planned improvements to East Entwistle and Tolt Avenue will provide the city with a connected system for pedestrian and bicycle traffic that serves each neighborhood and connects to the wider Snoqualmie Valley. The Tolt Avenue Action Plan, when implemented, will create safe, convenient and welcoming pedestrian and bicycle access to Tolt Avenue and will be crucial to achieving the goal of an attractive and lively downtown. Carnation's flat topography and compact urban form allow access within a square mile that is safe and convenient for residents, including the elderly, persons with disabilities, youth and low-income populations. The linked sidewalk/trail system promotes physical activity; connects neighborhoods to each other and to schools, libraries and the Senior Center; to goods and services available in the commercial center; and to the natural areas along the rivers and hillsides to the east and west. As such it is one of Carnation's most valuable amenities.

j. Electric Vehicle Needs

The City of Carnation has been working to be a more sustainable city with better economics, environment, and quality of life. When compared to internal combustion engine vehicles, electric vehicles significantly reduce air pollution and have lower fuel costs. Given their benefits, the City anticipates that more people will want to use electric vehicles. However, electric vehicles require unique electric infrastructure, and Carnation can provide for a more successful and sustainable future by supporting electric vehicles. To help ensure that people in Carnation can conveniently recharge electric vehicles, the City should consider installing electric vehicle battery charging stations in key public locations—either at certain public properties or at certain street right of way areas (or both), as funds become available.

k. Transportation Demand Management

Transportation Demand Management (TDM) consists of strategies that seek to maximize the efficiency of the transportation system by reducing demand on the system. The results of successful TDM can include:

- Travelers switch from single-occupancy-vehicle (SOV) to HOV modes such as transit, vanpools or carpools,
- Travelers switch from driving to non-motorized modes such as bicycling or walking,
- Travelers change the time they make trips from more congested to less congested times of day,
- Travelers eliminate trips altogether through such means as compressed workweeks, consolidation of errands, or use of telecommunications.

Within the State of Washington, alternative transportation solutions are further necessitated by the objectives of the Commute Trip Reduction (CTR) Law which seeks to reduce workplace commute trips in the nine most populous counties in the state. The purpose of CTR is to help maintain air quality in metropolitan areas by reducing congestion and air pollution. The City can promote TDM through policy and/or investments that may include, but are not limited to, the following:

- Public education about the benefits of TDM and individual actions to reduce vehicle trips
- Commute Trip Reduction (CTR) Ordinances
- Voluntary Compliance with CTR requirements by the city
- Managed access to facilities and activity centers
- Transit-oriented and pedestrian-friendly design
- Parking management

l. SR 203 Corridor Improvements / Tolt Avenue Action Plan

In 2013, the City completed a conceptual planning effort for a streetscape redevelopment project including improved non-motorized safety and access on SR 203 (Tolt Avenue). The planning effort incorporated an extensive public process that included public workshops as well as input from several stakeholders groups representing local businesses, community members and partners such as the Riverview School District, the Washington State Department of Transportation, Puget Sound Energy, the Snoqualmie Tribe, and others. This extensive public process resulted in a Tolt Avenue Action Plan for redevelopment of the Tolt Avenue corridor from the bridge over the Tolt River to NE 60th Street.

Implementation of the Tolt Avenue Action Plan over future years will move Carnation towards fulfilling its goals for creating a more inviting and integrated use of the City's main street. The final concept of the Tolt Avenue Action Plan includes:

- Full street improvements to the Central Business District (CBD) from Eugene Street to Rutherford Street, including placing the overhead power lines underground, providing wider sidewalks, street furnishings, landscaping and wayfinding to provide an enhanced pedestrian experience.
- Improvements to Bird Street to support its role as a central civic space and festival street.
- A South Greenway which provides a shared use path along the eastern portion of the right-of-way from the Tolt River Bridge to Entwistle Street. The greenway would bring pedestrians and bicyclists into the downtown from the south.
- Continuation of the North Greenway from the CBD from just south of Rutherford Street to NE 55th, providing a link for pedestrians and bicyclists from the north of the City to the downtown.
- Retrofits to the South Entry pedestrian facilities along the west side of Tolt Avenue from the Tolt River Bridge to Eugene Street
- A pedestrian walkway in the Garden Tracts on the eastside of Tolt Avenue from NE 55th to NE 60th to serve existing and future residential development.
- Connections to looped pedestrian paths just outside the Tolt corridor.

In addition, the Tolt Avenue Action Plan provides for wayfinding throughout the Tolt corridor, and connections to looped pedestrian paths just outside the Tolt corridor. Signage is proposed to prevent conflicts between bicyclists and pedestrians within the greenways, and will assist the transitions for bicyclists between the greenways and the downtown. Signage along the Tolt Avenue Corridor will be coordinated with WSDOT. Other projects called for include identification of the need for a traffic signal at Tolt Hill Road, and for aesthetic improvements to the Tolt River Bridge.

The Tolt Avenue Action Plan presents the improvements to SR 203 as a series of discrete segments to assist the City in its implementation efforts towards its goals for integrated pedestrian and bicycle access and safety, and an improved downtown streetscape. The first segment undertaken by the City is the Central Business District segment. Construction of the Central Business District is listed in Table CF-4 in the Capital Facilities Element.

The projects that comprise the Tolt Avenue Action Plan are included in the Transportation Improvement Plan of this Transportation Element. The Plan meets many of the City's goals for non-motorized transportation, recognizing and promoting pedestrian and bicycle movement as a basic means of circulation, and assuring adequate and safe accommodation of pedestrians, bicycles and handicapped persons' needs.

5. Transportation Improvement Plan (TIP)

a. Transportation Improvement Plan Development

The Transportation Element provides an evaluation of existing conditions, future needs, and the concurrency standards and priorities stated by the City to establish a list of recommended transportation improvement projects. Planning level cost estimates (in current dollars) were prepared for each of the projects under consideration and are included in the funding plan, the Transportation Improvement Plan (TIP), which is incorporated into the Capital Facilities Element as Table CF-4.

The City's Street Plan includes projects identified from many sources including planning documents, accident data, traffic analysis, modeling, forecasting, and commissioned studies. New projects are considered for inclusion in the TIP based on review of scope, priority, schedule, and anticipated revenue funding. Each project in the previously adopted TIP is reviewed to determine if it has been completed. The projects not completed are assessed to determine if either site conditions and / or improvement needs have changed. From this assessment, these previously identified projects carry over to the new TIP and the anticipated costs for the project are updated, the project is re-scheduled, priorities are re-evaluated, and the anticipated funding is checked.

Annual updates of the TIP include development of revenue forecasts to provide a reasonable estimate of funding available to accomplish the transportation improvement needs. The likelihood of receiving federal or state grants for various improvements, community interests and values are also considered. Following a project evaluation that includes reviewing the listed projects and transportation priorities, recognizing commitments to projects already underway, and consideration of new opportunities to partner with other jurisdictions and agencies, a draft TIP is created.

The total number of projects and their associated cost to design and construct typically exceed the available revenue forecast and therefore it is necessary to establish a means of prioritizing the projects. Once the draft TIP has been developed, a public hearing is held to provide an opportunity for the community to comment. Based on the results of the public hearing and comments from the City Council a final version of the TIP is developed. This final version is then adopted by the City Council.

Federal grant funded projects from the first three years of the City's TIP are included in the Regional Transportation Planning Organization (RTPO) plan, assembled by the Puget Sound Regional Council for King, Kitsap, Pierce, and Snohomish Counties. This regional transportation plan is combined with other regional plans from around the State and is combined to form the State TIP, which is approved by the Governor. The approved State TIP is then submitted to the Federal Highway Administration and Federal Transit Authority for their review and approval.

b. Transportation Budget Development

Project Funding and Expenditures

The source of funding and planned expenditures for projects in the TIP reflects the amount of funds currently anticipated for each project over the next six years. The total funding and expenditures for all projects are shown including those projects that either, 1) started prior to the first year covered in the TIP or, 2) planned to continue beyond the final year covered in the TIP. The funding, or revenue sources for projects or programs are identified in the following three categories:

Local Funds:

- **Real Estate Excise Tax (REET):** The portion of the City revenue collected from real estate excise tax (REET) that the City has elected to use to fund capital improvements. The City is now reserving most near-term REET revenue to use as a match for the Tolt Avenue CBD reconstruction project. Policy needs to recognize that the Tolt Ave CBD Reconstruction Project will have priority over other street repairs/reconstruction from approximately 2018-2020-2021 as the various other projects compete for City REET and any State grant dollars.
- **Traffic Impact Fees:** The GMA allows local governments to impose a Transportation Impact Fee to raise the revenues for transportation improvements in order to meet concurrency standards. The transportation improvements necessary to meet concurrency standards as required by the GMA are identified in the Transportation Improvement Plan. In 2006, the City adopted a Transportation Impact Fee Program (codified under Chapter 3.50 CMC) to fund improvements to the transportation system that will be needed to serve new development. Through the imposition of impact fees, new development pays its proportionate share of traffic impacts based on the amount of traffic generated.
- **Gas tax:** Revenue that is shared by the State based on a per capita distribution. Carnation's gas tax receipts average about \$40,000 in an average year. The tax revenue is used for basic street related expenses including salaries, supplies, etc.
- **Developer Contribution:** Dedications in the form of constructed street and sidewalk frontage improvements along development projects.

Grant Funds:

Carnation relies on 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 grant funding revenues with certainty.

- **Secured:** The portion of the project cost in the TIP planned for the six-years, or beyond, in which grant funding has been approved.
- **Unsecured:** The portion of the project cost in the TIP planned for the six-years, or beyond, that are currently without approved funding

Each of the grant 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. For non-capacity projects, Real Estate Excise Tax (REET) is a typical revenue source for the local match.

Other Funds:

Funds contributed from partnerships with other jurisdictions and organizations in support of one or more projects.

Contingency Plans in the Event of Revenue Shortfall

Some of the revenue forecasts are for revenues that are very secure, and highly reliable. However, other revenue forecasts are for sources that are volatile, and therefore difficult to predict with confidence, including grants, joint agency funding, motor vehicle registration fees, general obligation bonds, and impact mitigation fees which fluctuate with the amount of new development.

In the event that revenues from one or more of these sources is not forthcoming, the city has several options: add new sources of revenue or increase the amount of revenue from existing sources; require developers to provide such facilities at their own expense; reduce the number of proposed projects; change the Land Use Element to reduce the travel demand generated by development; or change and/or lower the LOS standard.

Project Cost Estimates

The level of detail for estimated project expenditures in the TIP vary based on how well the project is defined. A project's scope-detail get more defined as it progresses from "planning" to "design" and therefore costs can more reliably be estimated. The following order of increasing detail is typically used for cost estimates in the TIP:

- **Pre-Project Planning Estimate:** Costs are “placeholders” budget allocations for funds used where a project need is identified and listed but many of the project’s scope-details have not yet been defined. A contingency factor, ranging between 25%-40%, depending on type of project, is typically applied to these estimates that are appropriate and are more commonly used for projects programed in the fourth year, or beyond, of the TIP.
- **Planning Level Estimate:** Costs generally based on a limited defined scope, usually involving some field work, to identify needs and requirements but project detail may require further assessment of potential alternatives. Costs can still significantly change as design work begins, however it is more refined than Pre-Project Planning. This typically will include a contingency factor, albeit smaller, and is commonly used for estimating cost in the TIP.
- **Design-Level Estimate:** Costs generally based from actual conceptual or preliminary design work, where the scope of the project is fairly defined. The significant aspects of a project details are known and cost of these items can more reliably be estimated (commonly at this stage these are based on unit costs from previous construction projects). This type of estimate is generally available for projects starting in prior year(s), and may be obtainable for those programed in the first couple years, of the TIP.

Capital Expenditure costs for projects are reflected for each of the following three significant development-phases of a project:

- **Design Phase:** Estimated costs of engineering and other professional services necessary to design and prepare construction documents which may, depending on the type of project, also include special pre-design studies and obtaining environmental permit approvals.
- **Right-of-Way Acquisition Phase:** Estimated costs of real property and/or easements needed to complete a project, typically including appraisals, negotiations, and other associated acquisition costs. Not all projects require this acquisition phase.
- **Construction Phase:** Estimated costs to construct the improvements which typically would include a percentage factor for construction management and observation.

c. Transportation Project Categories

The Street Plan identifies the projects and programs into the following five categories in which projects are then prioritized:

TIER I. Capacity/LOS Projects (CP):

Projects involving construction of new streets and intersections to increase capacity or level of service.

TIER II. Street Improvements (SI):

Projects involving significant reconstruction of existing streets/intersections to address one or more identified problem; including severe pavement/sub-base failure, insufficient capacity to meet current or anticipated traffic conditions and to incorporate safety enhancements. These projects may also include other elements like drainage and utility upgrades, sidewalk and non-motorized improvements, and landscaping or amenity enhancements.

TIER III. Street Pavement Preservation (SP):

Projects intended to preserve and extend a street's existing pavement service-life. Projects typically involve surface preparation and installing an additional "wearing-coarse" of material on top of the existing cracking or worn pavements that otherwise, in time, would require more costly reconstruction.

TIER IV. Street Repair & Maintenance (SR):

Programmed budget to perform regular maintenance of various streets by crack sealing, asphalt patching, or performing emergency spot repairs on streets citywide.

Non-motorized Improvement (NM):

Projects intended to focus on enhancing the City's non-motorized network of pedestrian and bicycle facilities, including filling-in and connect "missing gaps" of sidewalks, bike paths, or trails. Incorporating safety enhancement and retrofitting facilities for American Disability Act (ADA) compliance and developing and installing route designations and wayfinding signage for enhancing community experience.

Other/Joint-Agency Improvement (JA):

Identified projects or improvements where the City would support as a partner to the state and/or other municipal agencies whom, because of proximity and/or ownership-authority, would act as lead agency.

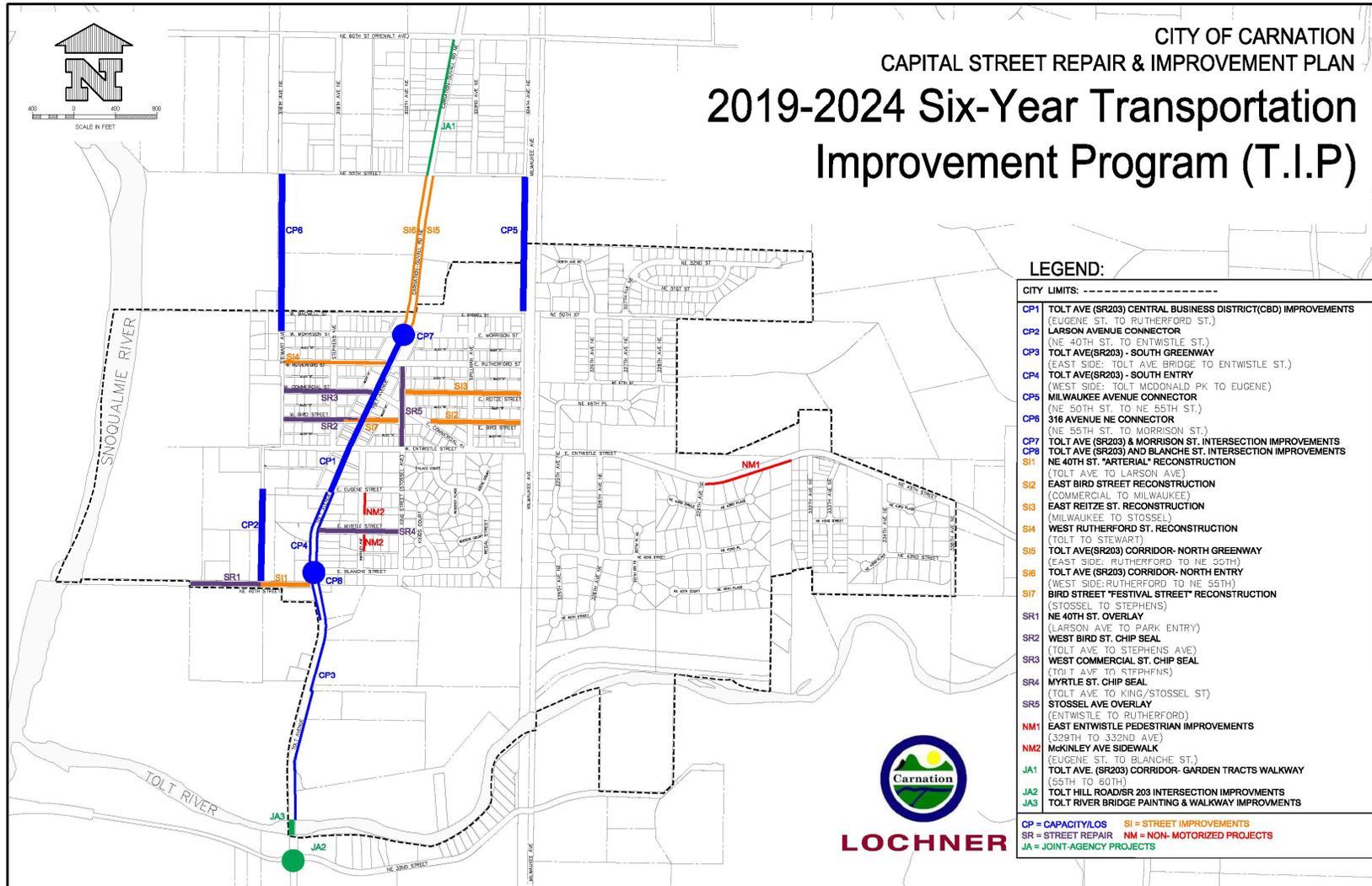
d. Transportation Improvement Project List (Table T-5)

Project worksheets, containing the project name, brief description, funding/expenditure forecast, and TIP priority number have been developed and included for projects in each project category along with project priority summary, reflected in Tables T-5 through Table T-5.6.

Table T-5: Transportation Improvement Projects List

Type	Project No.	STIP Priority	PCR Score	Project Name	Actual Prior Years	Estimated 2020	2021	2022	2023	2024	2025	2026	Six-Year Period Total	Beyond 2026	Project Total	Total Grant Funds	Total Local Funds	
Tier I CAPACITY/LOS (CP)	CP1	1		Tolt Ave (SR203) Central Business District (CBD) Improvements (Eugene to Rutherford)	\$ 1,190,157	\$ 541,492	\$ 7,605,443	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,605,443	\$ -	\$ 9,337,092	\$ 5,317,441	\$ 4,019,651	
	CP2	4		Larson Avenue Connector (NE 40th to Entwistle St.)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 576,325	\$ 1,411,625	\$ 1,987,950	\$ -	\$ 1,987,950	\$ 1,490,963	\$ 496,988	
	CP3			Tolt Ave (SR 203) - South Greenway (East side: Bridge to Entwistle)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,758,300	\$ 4,758,300	\$ 3,549,975	\$ 1,208,325	
	CP4			Tolt Ave (SR 203) - South Entry (West side: Tolt McDonald Pk to Eugene)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,339,000	\$ 1,339,000	\$ 1,004,250	\$ 334,750	
	CP5			Milwaukee Avenue Connector (NE 50th to 55th St.)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,835,500	\$ 1,835,500	\$ 917,750	\$ 917,750	
	CP6			316th (Stewart) Avenue Connector (Morrison to NE 55th St.)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,115,000	\$ 2,115,000	\$ 1,057,500	\$ 1,057,500	
	CP7			Tolt Ave (SR203) and Morrison St. Intersection Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 644,000	\$ 644,000	\$ 483,000	\$ 161,000	
	CP8			Tolt Ave (SR203) and Blanche St. Intersection Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,884,969	\$ 1,884,969	\$ 1,413,727	\$ 471,242	
		Project No.	STIP Priority	PCR Score	SUBTOTAL CAPACITY PROJECTS	\$ 1,190,157	\$ 541,492	\$ 7,605,443	\$ -	\$ -	\$ -	\$ 576,325	\$ 1,411,625	\$ 9,593,393	\$ 12,576,769	\$ 23,901,811	\$ 15,234,605	\$ 8,667,206
Tier II STREET IMPROVEMENT (SI)	SI1	5	48	NE 40th St. Arterial Reconstruction (Tolt to Larson Ave)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 97,800	\$ 749,800	\$ 847,600	\$ -	\$ 847,600	\$ 741,650	\$ 105,950	
	SI2	7	36	E Bird St. Reconstruction (Commercial to Milwaukee - 950 LF)	\$ -	\$ -	\$ -	\$ 60,990	\$ 467,590	\$ -	\$ -	\$ -	\$ -	\$ 528,580	\$ -	\$ 528,580	\$ 462,508	\$ 66,073
	SI4	11	40	W Rutherford St. Reconstruction (Tolt to Stewart - 1,050 LF)	\$ -	\$ -	\$ -	\$ -	\$ 67,410	\$ 516,810	\$ -	\$ -	\$ -	\$ 584,220	\$ -	\$ 584,220	\$ 511,193	\$ 73,028
	SI3	13	40	E Reitze St. Reconstruction (Milwaukee to Stossel - 1,150 LF)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 73,830	\$ 566,030	\$ -	\$ -	\$ 639,860	\$ -	\$ 639,860	\$ 559,878	\$ 79,983
	SI7	15	50	E Bird "Festival Street" Reconstruction (Stossel to Stephens - 575 LF)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,508,000	\$ 1,508,000	\$ 1,131,000	\$ 377,000	
	SI5			Tolt Ave (SR 203) North Greenway (East side: Rutherford to NE 55th)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,652,000	\$ 2,652,000	\$ 1,989,000	\$ 663,000	
	SI6			Tolt Ave (SR 203) North Entry (West side: Rutherford to NE 55th)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,190,100	\$ 2,190,100	\$ 1,586,325	\$ 603,775	
		Project No.	STIP Priority	PCR Score	SUBTOTAL STREET IMPROVEMENT PROJECTS	\$ -	\$ -	\$ -	\$ 60,990	\$ 535,000	\$ 590,640	\$ 663,830	\$ 749,800	\$ 2,600,260	\$ 6,350,100	\$ 8,950,360	\$ 6,981,553	\$ 1,968,808
Tier III STREET REPAIR (SR)	SR1	6	44	NE 40th St. Overlay (Larson Ave to Park Entry - 1,150 LF)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,500	\$ 80,500	\$ 91,000	\$ -	\$ 91,000	\$ 79,625	\$ 11,375	
	SR2	8	52	W Bird St. Chip Seal (Tolt to Stephens Ave - 280 LF)	\$ -	\$ -	\$ -	\$ 1,605	\$ 12,305	\$ -	\$ -	\$ -	\$ -	\$ 13,910	\$ -	\$ 13,910	\$ 12,171	\$ 1,739
	SR3	9	54	W Commercial St. Overlay (Tolt to Stephens Ave - 400 LF)	\$ -	\$ -	\$ -	\$ 7,050	\$ 51,700	\$ -	\$ -	\$ -	\$ -	\$ 58,750	\$ -	\$ 58,750	\$ 51,406	\$ 7,344
	SR4	10	60	Myrtle St. Overlay (Tolt to King/Stossel Ave - 820 LF)	\$ -	\$ -	\$ -	\$ 14,475	\$ 106,150	\$ -	\$ -	\$ -	\$ -	\$ 120,625	\$ -	\$ 120,625	\$ 105,547	\$ 15,078
	SR5	12	52	Stossel Ave. Overlay (Entwistle to Rutherford - 1,180 LF)	\$ -	\$ -	\$ -	\$ -	\$ 16,050	\$ 123,050	\$ -	\$ -	\$ -	\$ 139,100	\$ -	\$ 139,100	\$ 121,713	\$ 17,388
	SR6	14	45-54	Regal Glen Cul-de-Sacs Overlay (1,531 LF)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 31,400	\$ 172,700	\$ -	\$ -	\$ 204,100	\$ -	\$ 204,100	\$ 178,588	\$ 25,513
	SR7	16	54	E Entwistle St. Overlay (Spilman to 329th - 2,325 LF)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,600	\$ 376,000	\$ 413,600	\$ -	\$ 413,600	\$ 361,900	\$ 51,700	
	SR8	17	54 & 63	Stephens Ave. Overlay (W Entwistle to Morrison - 1,825 LF)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,500	\$ 21,500	\$ 232,200	\$ 253,700	\$ 221,988	\$ 31,713
				SUBTOTAL STREET PAVEMENT PRESERVATION PROJECTS	\$ -	\$ -	\$ -	\$ 23,130	\$ 186,205	\$ 154,450	\$ 220,800	\$ 478,000	\$ 1,062,585	\$ 232,200	\$ 1,294,785	\$ 1,132,937	\$ 161,848	
Tier IV MAINTENANCE (SM)				Preventative Street Repair & Maintenance (crack sealing, pothole filling)	\$ 10,800	\$ 12,000	\$ 12,000	\$ 12,000	\$ 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	\$ 12,000	\$ -				
NON-MOTO PROJECTS (NM)	NM1	2		E Entwistle/NE 45th Sidewalk (329th to 332nd Ave - 880 LF)	\$ -	\$ -	\$ 75,280	\$ 414,040	\$ -	\$ -	\$ -	\$ -	\$ 489,320	\$ -	\$ 489,320	\$ 464,854	\$ 24,466	
	NM2	3		McKinley Ave. Sidewalk (Eugene to Blanche St.)	\$ -	\$ -	\$ -	\$ -	\$ 433,420	\$ -	\$ -	\$ -	\$ 433,420	\$ -	\$ 433,420	\$ 379,243	\$ 54,178	
	*			City Wayfinding Signage Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 190,000	\$ 190,000	\$ 142,500	\$ 47,500	
				SUBTOTAL NON-MOTORIZED IMPROVEMENT PROJECTS	\$ -	\$ -	\$ 75,280	\$ 414,040	\$ 433,420	\$ -	\$ -	\$ -	\$ 922,740	\$ 190,000	\$ 1,112,740	\$ 986,597	\$ 126,144	
JOINT-AGENCY PROJECTS (JA)	JA1			Tolt Ave. (SR 203) - Garden Tracts Walkway (55th to 60th)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 377,000	\$ 377,000	\$ 282,750	\$ 94,250	
	JA2			Tolt Hill Road/SR 203 Intersection Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 670,000	\$ 670,000	\$ -	\$ -	
	JA3			Tolt River Bridge Painting and Walkway Improvements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,540,000	\$ 1,540,000	\$ -	\$ -	
				SUBTOTAL JOINT-AGENCY PROJECTS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,587,000	\$ 2,587,000	\$ 282,750	\$ 94,250	
TOTAL ALL PROJECTS					\$ 1,200,957	\$ 553,492	\$ 7,692,723	\$ 510,160	\$ 1,166,625	\$ 757,090	\$ 1,472,955	\$ 2,651,425	\$ 14,178,978	\$ 21,936,069	\$ 37,846,696	\$ 24,618,441	\$ 11,018,255	

Figure T-5 – Transportation Improvement Projects Map



City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP # WA-03830

Project Title: Tolt Ave (SR203) Central Business District (CBD) Improvements (Eugene to Rutherford)

Project Worksheet

Project No: CP1

Project Type: Street Improvements - Capacity

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construct approximately 1450 LF of full street improvements through the City's Central Business District with 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.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

The project will create places to stop, places to gather, and to sit downtown. The appearance of the CBD will be improved with new lighting, trees and plantings, new drainage and underground power and utilities. With the addition of these improvements we hope to see an infill of new businesses in the CBD. The benefit to the community comes from additional tax revenues that can be invested in our parks and streets and for additional police services.

The City Council, residents, and business owners have been involved for several years with the goal of making the downtown a more pleasant, attractive place to visit and conduct business. The purpose of this project is to construct improvements and amenities that will make our downtown area a destination rather than something that travelers just drive through on their way to somewhere else. Project identified in the Tolt Avenue Action Plan and should be coordinated and developed consistent with details/elements of other planned Tolt Ave corridor improvement projects.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	\$ 842,874	\$ 3,176,778	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,019,651
301 Fund - REET(1&2)	\$ 200,141	\$ 926,778							\$ 1,126,919
109 Fund - TIF	\$ 192,732	\$ 250,000							\$ 442,732
001 Fund - Sales & Property Taxes	\$ 450,000	\$ 2,000,000							\$ 2,450,000
GRANT FUNDS	\$ 1,388,776	\$ 3,374,499	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,763,275
Secured Grant - PSRC TAP	\$ 735,250								\$ 735,250
Secured Grant - DOE EAGL	\$ 153,526	\$ 675,849							\$ 829,375
Secured Grant - DOC Direct Grant		\$ 1,498,650							\$ 1,498,650
Secured Grant - TIB SCAP		\$ 750,000							\$ 750,000
Secured Grant - TIB Complete Streets	\$ 500,000								\$ 500,000
Secured Grant - PSRC RTCC		\$ 450,000							\$ 450,000
OTHER FUNDS	\$ -	\$ 554,166	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 554,166
Other - WSDOT 2014 Partner		\$ 200,000							\$ 200,000
Other - PSE & JUT Reimbursements		\$ 354,166							\$ 354,166
TOTAL FUNDING SOURCES =	\$ 2,231,650	\$ 7,105,443	\$ -	\$ 9,337,092					
CAPITAL EXPENDITURES									
		<i>Capital Expenditures Reflect 2020 Dollars</i>							
Design (PE)	\$ 1,538,917	\$ 27,841							\$ 1,566,758
Right of Way Acquisition (RW)	\$ 192,732								\$ 192,732
PSE Underground Utility Conversion		\$ 431,708							\$ 431,708
Construction - Joint Utility Trench (CN)		\$ 536,615							\$ 536,615
Construction - Roadway (CN)		\$ 5,180,100							\$ 5,180,100
Construction Contingency (CN)		\$ 571,672							\$ 571,672
Construction Management (CM)	\$ -	\$ 857,507							\$ 857,507
TOTAL EXPENDITURES =	\$ 1,731,650	\$ 7,605,443	\$ -	\$ 9,337,092					

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)		TIP #
Project Title: Larson Avenue Connector (NE 40th to Entwistle St.)		Project Worksheet
Project No: CP2	Project Type: Capacity	TIP Start Year = 2021
DESCRIPTION & PRIMARY PROJECT COMPONENTS: Construct approximately 1,000 LF of new arterial roadway between NE 40th Street and West Entwistle Street to include 2-12' travel lanes with 10' parking lanes; curb, gutter, and sidewalk; new storm drainage, illumination, and signing/stripping. A parking lane could be replaced with two bicycle lanes or a sharrow lane.		Minor Collector
JUSTIFICATION, BENEFITS, & SUSTAINABILITY: This arterial connection will allow traffic to access the lands zoned for commercial and industrial use west of SR203 and south of the wastewater treatment plan. Larson Avenue will connect Entwistle Street to NE 40th which provides alternate access to SR203 and be designated a truck route providing truck access to the businesses on the west side of Tolt Avenue.		

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 144,081	\$ 352,906	\$ -	\$ 496,988
301 Fund - REET(1&2)									\$ -
109 Fund - TIF						\$ 144,081	\$ 352,906		\$ 496,988
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 432,244	\$ 1,058,719	\$ -	\$ 1,490,963
Secured Grants									\$ -
Un-secured Grants						\$ 432,244	\$ 1,058,719		\$ 1,490,963
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other < _____ >									\$ -
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 576,325	\$ 1,411,625	\$ -	\$ 1,987,950
CAPITAL EXPENDITURES									
		<i>Capital Expenditures Reflect 2019 Dollars</i>							
Design (PE)						\$ 184,125			\$ 184,125
Right of Way Acquisition (RW)						\$ 392,200			\$ 392,200
Construction (CN)							\$ 1,227,500		\$ 1,227,500
Construction Management (CM)							\$ 184,125		\$ 184,125
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 576,325	\$ 1,411,625	\$ -	\$ 1,987,950

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: Tolt Ave (SR 203) - South Greenway (East side: Bridge to Entwistle)

Project Worksheet

Project No: CP3

Project Type: Street & Pedestrian Improvements

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construct approximately 3,450 LF of improvements on the eastside of the existing travel lanes to include new curbs, gutters, planting strip, and paved pathway; storm drainage improvements; partial aerial-to-underground utility conversion; illumination; planting and site furnishing. Project also includes construction of 1200 LF improvements on the westside of Tolt Ave between the bridge and pedestrian crossing at the fire station to include new curb, gutter, landscape restoration, and portions of roadway widening for on-street parking. Widen to three lanes for left turns.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

The Greenway project creates a planting strip buffer from the roadway to provide a safe and pedestrian-friendly place for walking and biking. Elements are proposed to slow bicyclists and alert users approaching from the south they are transitioning from a shared-use path to the wide urban sidewalk entering the commercial core. Project identified in the Tolt Avenue Action Plan and should be coordinated and developed consistent with details/elements of other planned Tolt Ave corridor improvement projects.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,208,325	\$ 1,208,325
301 Fund - REET(1&2)								\$ 1,183,325	\$ 1,183,325
109 Fund - TIF								\$ 25,000	\$ 25,000
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 3,549,975	\$ 3,549,975
Secured Grants									\$ -
Un-secured Grants								\$ 3,549,975	\$ 3,549,975
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other <_____>									\$ -
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,758,300	\$ 4,758,300
CAPITAL EXPENDITURES									
		<i>Capital Expenditures Reflect 2019 Dollars</i>							
Design (PE)								\$ 546,150	\$ 546,150
Right of Way Acquisition (RW)								\$ 25,000	\$ 25,000
Construction (CN)								\$ 3,641,000	\$ 3,641,000
Construction Management (CM)								\$ 546,150	\$ 546,150
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,758,300	\$ 4,758,300

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: Tolt Ave (SR 203) - South Entry (West side: Tolt McDonald Pk to Eugene)

Project Worksheet

Project No: CP4

Project Type: Street & Pedestrian Improvements

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construct approximately 1,900 LF of improvements to enhance pedestrian network on the westside of Tolt Avenue (SR203). Widen roadway for left turns and on-street parking; new curb, gutter, planting strip, and sidewalk; storm drainage improvements; and street trees and site furnishings.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

The South Entry project enhances the pedestrian network on the westside of Tolt Avenue (SR203) from Tolt-McDonald park property to downtown Carnation. Improvements replace the existing sidewalk to provide a continuous, accessible sidewalk with plantings and street trees to buffer the pedestrian and create a more comfortable, welcoming street environment. Project identified in the Tolt Avenue Action Plan and should be coordinated and developed consistent with details/elements of other planned Tolt Ave corridor improvement projects.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS	
FUNDING SOURCES										
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 334,750	\$ 334,750	
301 Fund - REET(1&2)								\$ 334,750	\$ 334,750	
109 Fund - TIF									\$ -	
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,004,250	\$ 1,004,250	
Secured Grants									\$ -	
Un-secured Grants								\$ 1,004,250	\$ 1,004,250	
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Other <_____>									\$ -	
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,339,000	\$ 1,339,000	
CAPITAL EXPENDITURES										
		<i>Capital Expenditures Reflect 2019 Dollars</i>								
Design (PE)								\$ 154,500	\$ 154,500	
Right of Way Acquisition (RW)									\$ -	
Construction (CN)								\$ 1,030,000	\$ 1,030,000	
Construction Management (CM)								\$ 154,500	\$ 154,500	
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,339,000	\$ 1,339,000	

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: Milwaukee Avenue Connector (NE 50th to 55th St.)

Project Worksheet

Project No: CP5

Project Type: Street Improvements - Capacity

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

PAA

Construct approximately 1,500 LF of new roadway between NE 50th St and NE 55th St. to include 2-12' travel lanes with a parking lane; curb, gutter, and sidewalk; new storm drainage, illumination, and signing/stripping.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

This project will accommodate future north-south travel as a parallel route to the State highway on the east side of the SR-203 for future development of Potential Annexation Area and connection to the existing roadway network. This street extension is development-driven and portions lie outside current City Limits within the UGA.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS	
FUNDING SOURCES										
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 917,750	\$ 917,750	
301 Fund - REET(1&2)									\$ -	
109 Fund - TIF								\$ 917,750	\$ 917,750	
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Secured Grants									\$ -	
Un-secured Grants									\$ -	
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 917,750	\$ 917,750	
Other								\$ 917,750	\$ 917,750	
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,835,500	\$ 1,835,500	
CAPITAL EXPENDITURES										
		<i>Capital Expenditures Reflect 2019 Dollars</i>								
Design (PE)								\$ 200,250	\$ 200,250	
Right of Way Acquisition (RW)								\$ 100,000	\$ 100,000	
Construction (CN)								\$ 1,335,000	\$ 1,335,000	
Construction Management (CM)								\$ 200,250	\$ 200,250	
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,835,500	\$ 1,835,500	

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: 316th (Stewart) Avenue Connector (Morrison to NE 55th St.)

Project Worksheet

Project No: CP6

Project Type: Street Improvements - Capacity

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

PAA

Construct approximately 1,400 LF of new roadway between W. Morrison St and NE 55th Street to include 2-12' travel lanes with a parking lane; curb, gutter, and sidewalk; new storm drainage, illumination, and signing/stripping. The parking lane could be replaced with two bicycle lanes or a sharrow lane.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

This project will accommodate future north-south travel as a parallel route to the State highway on the west side of the SR-203 for future development of Potential Annexation Area and connection to the existing roadway network. This street extension is development-driven and portions lie outside current city limits within the UGA.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS	
FUNDING SOURCES										
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,057,500	\$ 1,057,500	
301 Fund - REET(1&2)									\$ -	
109 Fund - TIF								\$ 1,057,500	\$ 1,057,500	
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Secured Grants									\$ -	
Un-secured Grants									\$ -	
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,057,500	\$ 1,057,500	
Other								\$ 1,057,500	\$ 1,057,500	
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,115,000	\$ 2,115,000	
CAPITAL EXPENDITURES										
		<i>Capital Expenditures Reflect 2019 Dollars</i>								
Design (PE)								\$ 232,500	\$ 232,500	
Right of Way Acquisition (RW)								\$ 100,000	\$ 100,000	
Construction (CN)								\$ 1,550,000	\$ 1,550,000	
Construction Management (CM)								\$ 232,500	\$ 232,500	
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,115,000	\$ 2,115,000	

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP # WA-06524

Project Title: Tolt Ave (SR203) and Morrison St. Intersection Improvements

Project Worksheet

Project No: CP7

Project Type: Intersection Improvements - Capacity

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construction of improvements to the un-signalized intersection at Tolt Avenue (SR-203) and Morrison Street to interconnect with the signal at Tolt Ave and Entwistle St, and to include pavement reconstruction with curbs, gutters, and ADA compliant sidewalk ramps; illumination upgrades; drainage modifications; and signing/stripping.
An option for an intermediate step prior to installing a traffic signal or roundabout could be to replace the pedestrian activated warning beacons with a High-intensity Activated crossWalk beacon (HAWK) to help improve pedestrian safety near the adjacent school. This is a higher degree of traffic control compared to existing controls, and requires drivers to stop when the HAWK beacon is activated. Other options are defining additional right or left turn pockets to help increase capacity at the intersection.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Crosswalk improvements were completed in 2011. A traffic signal or roundabout at Morrison Street will improve operations and meet level of service capacity needs of future growth and build-out of the north part of Carnation. Of the two alternatives, a roundabout may be able to provide better operational and safety improvement, but this option would likely require more right-of-way. Project details/elements should be developed consistent with other planned Tolt Ave Corridor improvement projects.
Based on the 2022 and the 2035 forecast traffic volumes at the Tolt Avenue and Morrison Street intersection, a review of Warrant #3: Peak Hour Volume indicates that a traffic signal warrant may be met as early as 2022. However, it is important to note that just because a warrant is satisfied, meeting this criteria does not require that a traffic signal or other control be installed. In fact, exploration of other mitigations and less restrictive traffic controls should be considered before installation of traffic signal controls. In any event, the traffic signal analysis study would need to be completed using current traffic data at that time instead of data from a forecast model.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 161,000	\$ 161,000
301 Fund - REET(1&2)									\$ -
109 Fund - TIF								\$ 161,000	\$ 161,000
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 483,000	\$ 483,000
Secured Grant - TIB									\$ -
Un-secured Grants								\$ 483,000	\$ 483,000
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other <_____>		\$ -	\$ -						\$ -
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 644,000	\$ 644,000
CAPITAL EXPENDITURES									
		<i>Capital Expenditures Reflect 2019 Dollars</i>							
Design (PE)								\$ 115,000	\$ 115,000
Right of Way Acquisition (RW)									\$ -
Construction (CN)								\$ 460,000	\$ 460,000
Construction Management (CM)								\$ 69,000	\$ 69,000
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 644,000	\$ 644,000

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP # WA-08868

Project Title: Tolt Ave (SR203) and Blanche St. Intersection Improvements

Project Worksheet

Project No: CP8

Project Type: Intersection Improvements - Capacity

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construction of improvements to the un-signalized intersection at Tolt Avenue (SR- 203) and Blanche Street to interconnect with the signal at Tolt Ave and Entwistle St, and to include pavement reconstruction with curbs, gutters, and ADA compliant sidewalk ramps; installation of traffic signal or circle; illumination upgrades; drainage modifications; and signing/stripping. An option for an intermediate step prior to installing a roundabout or traffic signal could be to upgrade the pedestrian crossing south of Blanche Street with a high-intensity activated crosswalk beacon system to help improve pedestrian safety near the adjacent school. Other options are defining right or left turn pockets on Blanche Street and/or NE 40th Street to help increase capacity at the intersection. Traffic signal estimated cost: \$630K. Crosswalk beacon system estimated cost: \$385K.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

A traffic signal or roundabout at Blanche Street will serve future growth. Of the two alternatives, a roundabout may be able to provide better operational and safety improvement, but this option would likely require more right-of-way. A traffic signal will require a traffic signal analysis study, and approval by WSDOT. Project details/elements should be developed consistently with other planned Tolt Ave corridor improvement projects.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS	
FUNDING SOURCES										
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 471,242	\$ 471,242	
301 Fund - REET(1&2)									\$ -	
109 Fund - TIF								\$ 471,242	\$ 471,242	
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,413,727	\$ 1,413,727	
Secured Grants									\$ -	
Un-secured Grants								\$ 1,413,727	\$ 1,413,727	
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Other <_____>									\$ -	
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,884,969	\$ 1,884,969	
CAPITAL EXPENDITURES										
		<i>Capital Expenditures Reflect 2017 Dollars</i>								
Design (PE)								\$ 196,035	\$ 196,035	
Right of Way Acquisition (RW)								\$ 186,000	\$ 186,000	
Construction (CN)								\$ 1,502,934	\$ 1,502,934	
Construction Management (CM)									\$ -	
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,884,969	\$ 1,884,969	

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: NE 40th St. Arterial Reconstruction (Tolt to Larson Ave)

Project Worksheet

Project No: S11

Project Type: Street Improvements

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

PCR: 48 Arterial

Reconstruct and widen approximately 500 LF of NE 40th Street to include 2-12' asphalt travel lanes; a turn lane at the intersection with Tolt; a parking lane; a bicycle lane; curb, gutter, and sidewalks on both sides of the street; new storm drainage facilities; illumination upgrades; and signing/stripping.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

This project will rehabilitate and improve the "arterial" portion of roadway that is narrow and has a "poor" pavement-condition rating. Benefits include upgraded paved roadway, stormwater management, and safer street for vehicles and pedestrian on this portion of NE 40th which provides access to the planned "Larson Ave Connector" project and Tolt-McDonald Park. Project can be coordinated with the planned "Tolt Ave/Blanche St. intersection" project relative to alignment/configuration of Tolt Ave intersection.
The City could also consider combining this Reconstruction project with the overlay of the final 500' of road surface from Larson to the park entrance.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS	
FUNDING SOURCES										
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,225	\$ 93,725	\$ -	\$ 105,950	
301 Fund - REET(1&2)						\$ 12,225	\$ 93,725		\$ 105,950	
109 Fund - TIF									\$ -	
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,575	\$ 656,075	\$ -	\$ 741,650	
Secured Grants									\$ -	
Un-secured Grants (TIB SCAP)						\$ 85,575	\$ 656,075		\$ 741,650	
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Other <____>									\$ -	
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 97,800	\$ 749,800	\$ -	\$ 847,600	
CAPITAL EXPENDITURES										
		<i>Capital Expenditures Reflect 2019 Dollars</i>								
Design (PE)						\$ 97,800			\$ 97,800	
Right of Way Acquisition (RW)									\$ -	
Construction (CN)							\$ 652,000		\$ 652,000	
Construction Management (CM)							\$ 97,800		\$ 97,800	
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 97,800	\$ 749,800	\$ -	\$ 847,600	

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP # WA-08870

Project Title: E Bird St. Reconstruction (Commercial to Milwaukee - 950 LF)

Project Worksheet

Project No: SI2

Project Type: Street Reconstruction

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

PCR: 36

Local Access - Original Plat

Reconstruct and widen approximately 950 LF of East Bird Street to include 2-10' asphalt travel lanes; gravel parking shoulder; landscaped rain gardens and a five-foot asphalt walkway on one side and ADA compliant sidewalk ramps.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Bird Street serves as a local road linking the central residential neighborhoods to the east side of downtown and the pavement has a "poor" condition rating. Benefits include safer, ADA-compliant, sidewalk ramps/crossings, enhanced drive-ability, upgraded pavement section, a paved street width that meets standards, stormwater management, and safer street for vehicles and pedestrians.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	\$ -	\$ -	\$ 7,624	\$ 58,449	\$ -	\$ -	\$ -	\$ -	\$ 66,073
301 Fund - REET(1&2)			\$ 7,624	\$ 58,449					\$ 66,073
109 Fund - TIF									\$ -
GRANT FUNDS	\$ -	\$ -	\$ 53,366	\$ 409,141	\$ -	\$ -	\$ -	\$ -	\$ 462,508
Secured Grants									\$ -
Un-secured Grants - TIB SCAP			\$ 53,366	\$ 409,141					\$ 462,508
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other <_____>									\$ -
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ 60,990	\$ 467,590	\$ -	\$ -	\$ -	\$ -	\$ 528,580
CAPITAL EXPENDITURES									
		<i>Capital Expenditures Reflect 2019 Dollars</i>							
Design (PE)			\$ 60,990						\$ 60,990
Right of Way Acquisition (RW)									\$ -
Construction (CN)				\$ 406,600					\$ 406,600
Construction Management (CM)				\$ 60,990					\$ 60,990
TOTAL EXPENDITURES =	\$ -	\$ -	\$ 60,990	\$ 467,590	\$ -	\$ -	\$ -	\$ -	\$ 528,580

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP # WA-08872

Project Title: W Rutherford St. Reconstruction (Tolt to Stewart - 1,050 LF)

Project Worksheet

Project No: SI4

Project Type: Street Reconstruction

TIP Start Year = 2021

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

PCR: 40

Local Access - Original Plat

Reconstruct and widen approximately 1050 LF of West Rutherford Street to include 2-10' asphalt travel lanes; gravel parking shoulder; landscaped rain gardens and a five-foot asphalt walkway on one side and ADA compliant sidewalk ramps.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

West Rutherford Street serves as a local road extending from Stewart (collector street on the west side of downtown) linking to central residential neighborhoods and the pavement has a "poor" condition rating. Benefits include safer, ADA-compliant, sidewalk ramps/crossings, enhanced drive-ability, an upgraded pavement section, a paved street width that meets standards, stormwater management, and safer street for vehicles and pedestrians.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ 8,426	\$ 64,601	\$ -	\$ -	\$ -	\$ 73,028
301 Fund - REET(1&2)				\$ 8,426	\$ 64,601				\$ 73,028
109 Fund - TIF									\$ -
GRANT FUNDS	\$ -	\$ -	\$ -	\$ 58,984	\$ 452,209	\$ -	\$ -	\$ -	\$ 511,193
Secured Grants									\$ -
Un-secured Grants - TIB SCAP				\$ 58,984	\$ 452,209				\$ 511,193
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other <____>									\$ -
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ 67,410	\$ 516,810	\$ -	\$ -	\$ -	\$ 584,220
CAPITAL EXPENDITURES									
		<i>Capital Expenditures Reflect 2019 Dollars</i>							
Design (PE)				\$ 67,410					\$ 67,410
Right of Way Acquisition (RW)									\$ -
Construction (CN)					\$ 449,400				\$ 449,400
Construction Management (CM)					\$ 67,410				\$ 67,410
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ 67,410	\$ 516,810	\$ -	\$ -	\$ -	\$ 584,220

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP # WA-08871

Project Title: E Reitze St. Reconstruction (Milwaukee to Stossel - 1,150 LF)

Project Worksheet

Project No: SI3

Project Type: Street Reconstruction

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

PCR: 40

Local Access - Original Plat

Reconstruct and widen approximately 1150 LF of East Reitze Street to include 2-10' asphalt travel lanes; gravel parking shoulder; landscaped rain gardens and a five-foot asphalt walkway on one side and ADA compliant sidewalk ramps.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

East Reitze Street serves as a local road extending from Stossel (collector street on the east side of downtown) linking to central residential neighborhoods and the pavement has a "poor" condition rating. Benefits include safer, ADA-compliant, sidewalk ramps/crossings, enhanced drive-ability, an upgraded pavement section, a paved street width that meets standards, stormwater management, and safer street for vehicles and pedestrians.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ 9,229	\$ 70,754	\$ -	\$ -	\$ 79,983
301 Fund - REET(1&2)					\$ 9,229	\$ 70,754			\$ 79,983
109 Fund - TIF					\$ -	\$ -			\$ -
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ 64,601	\$ 495,276	\$ -	\$ -	\$ 559,878
Secured Grants					\$ -	\$ -			\$ -
Un-secured Grants - TIB SCAP					\$ 64,601	\$ 495,276			\$ 559,878
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other <____>									\$ -
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ 73,830	\$ 566,030	\$ -	\$ -	\$ 639,860
CAPITAL EXPENDITURES									
<i>Capital Expenditures Reflect 2019 Dollars</i>									
Design (PE)					\$ 73,830				\$ 73,830
Right of Way Acquisition (RW)									\$ -
Construction (CN)						\$ 492,200			\$ 492,200
Construction Management (CM)						\$ 73,830			\$ 73,830
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ 73,830	\$ 566,030	\$ -	\$ -	\$ 639,860

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: E Bird "Festival Street" Reconstruction (Stossel to Stephens - 575 LF)

Project Worksheet

Project No: SI7

Project Type: Street Improvements - "Festival Street"

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

PCR: 50

Collector

Reconstruction of approximately 575 LF of 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.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Bird Street is the central public space in Carnation, connecting the Sno-Valley Senior Center, City Hall, downtown businesses, City Park, Hopelink, the Carnation Farmers Market, and Fred Hockert Park. Street prioritizes pedestrians with flexibility to accommodate a variety of functions, such as community gathering, pedestrian movement, resting, parking, events, and bus stop access. Project identified as an opportunistic project in the Tolt Ave. Action Plan and details/elements should be consistent with planned Tolt Ave CBD improvements.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS	
FUNDING SOURCES										
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 377,000	\$ 377,000	
301 Fund - REET(1&2)							\$ -	\$ 377,000	\$ 377,000	
109 Fund - TIF									\$ -	
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,131,000	\$ 1,131,000	
Secured Grants									\$ -	
Un-secured Grants (STP/R:RTCC)							\$ -	\$ 1,131,000	\$ 1,131,000	
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Other <____>									\$ -	
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,508,000	\$ 1,508,000	
CAPITAL EXPENDITURES										
		<i>Capital Expenditures Reflect 2019 Dollars</i>								
Design (PE)								\$ 174,000	\$ 174,000	
Right of Way Acquisition (RW)									\$ -	
Construction (CN)								\$ 1,160,000	\$ 1,160,000	
Construction Management (CM)								\$ 174,000	\$ 174,000	
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,508,000	\$ 1,508,000	

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: Tolt Ave (SR 203) North Greenway (East side: Rutherford to NE 55th)

Project Worksheet

Project No: SI5

Project Type: Street & Pedestrian Improvements

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construct approximately 2,200 LF of improvements east of the existing travel lanes, including new curb, gutter, and formalized sections of on-street parking; minimum 4.5-foot planting strip and paved pathway; storm drainage improvements; partial aerial-to-underground utility conversion; illumination; planting and site furnishings.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

The North Greenway extends the Tolt Avenue Greenway to provide improved pedestrian and bicycle access between downtown Carnation, Carnation Elementary School, and residential areas north of NE 55th Street. Portions of this project lie outside current City Limits within the UGA. Project identified in the Tolt Avenue Action Plan and should be coordinated and developed consistent with details/elements of other planned Tolt Ave corridor improvement projects.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS	
FUNDING SOURCES										
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 663,000	\$ 663,000	
301 Fund - REET(1&2)								\$ 663,000	\$ 663,000	
109 Fund - TIF									\$ -	
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,989,000	\$ 1,989,000	
Secured Grants									\$ -	
Un-secured Grants (TAP)								\$ 1,989,000	\$ 1,989,000	
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Other <_____>									\$ -	
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,652,000	\$ 2,652,000	
CAPITAL EXPENDITURES										
		<i>Capital Expenditures Reflect 2019 Dollars</i>								
Design (PE)								\$ 306,000	\$ 306,000	
Right of Way Acquisition (RW)									\$ -	
Construction (CN)								\$ 2,040,000	\$ 2,040,000	
Construction Management (CM)								\$ 306,000	\$ 306,000	
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,652,000	\$ 2,652,000	

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: Tolt Ave (SR 203) North Entry (West side: Rutherford to NE 55th)

Project Worksheet

Project No: S16

Project Type: Street & Pedestrian Improvements

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construct approximately 1,875 LF of improvements to retrofit the westside of Tolt Ave (SR 203) 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.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

The North Entry project creates an identity for people entering Carnation and signals that they have left the rural highway and entered an urban area. The existing, unimproved rural road is replaced with a tree-lined central median, and on-street parking to provide traffic calming to slow vehicles as they approach the downtown. Portions of this project lie outside current City Limits within the UGA. Project identified in the Tolt Avenue Action Plan and should be coordinated and developed consistent with details/elements of other planned Tolt Ave corridor improvement projects.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS	
FUNDING SOURCES										
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 603,775	\$ 603,775	
301 Fund - REET(1&2)								\$ 528,775	\$ 528,775	
109 Fund - TIF								\$ 75,000	\$ 75,000	
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,586,325	\$ 1,586,325	
Secured Grants									\$ -	
Un-secured Grants (TAP)								\$ 1,586,325	\$ 1,586,325	
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Other <_____>									\$ -	
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,190,100	\$ 2,190,100	
CAPITAL EXPENDITURES										
		<i>Capital Expenditures Reflect 2019 Dollars</i>								
Design (PE)								\$ 244,050	\$ 244,050	
Right of Way Acquisition (RW)								\$ 75,000	\$ 75,000	
Construction (CN)								\$ 1,627,000	\$ 1,627,000	
Construction Management (CM)								\$ 244,050	\$ 244,050	
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,190,100	\$ 2,190,100	

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: NE 40th St. Overlay (Larson Ave to Park Entry - 1,150 LF)

Project Worksheet

Project No: SR1

Project Type: Pavement Preservation

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

PCR: 44

Collector

Construction of a 2" HMA overlay for approximately 1,150 LF of NE 40th Street including construct new ADA-compliant sidewalk ramps, where required, and install pavement markings.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

This portion of NE 40th Street serves as a collector local road that extends to park properties. The pavement has a "poor" condition rating and an overlay will enhanced drive-ability and extend pavement life by preventing further deterioration leading to the need for full reconstruct.

The City could consider combining this overlay of the final 500' of road surface with the NE 40th Street Reconstruction project from Tolt to Larson.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,313	\$ 10,063	\$ -	\$ 11,375
301 Fund - REET(1&2)						\$ 1,313	\$ 10,063		\$ 11,375
109 Fund - TIF									\$ -
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,188	\$ 70,438	\$ -	\$ 79,625
Secured Grants									\$ -
Un-secured Grants - TIB SCPP						\$ 9,188	\$ 70,438		\$ 79,625
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other < >									\$ -
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,500	\$ 80,500	\$ -	\$ 91,000
CAPITAL EXPENDITURES									
<i>Capital Expenditures Reflect 2019 Dollars</i>									
Design (PE)						\$ 10,500			\$ 10,500
Right of Way Acquisition (RW)									\$ -
Construction (CN)							\$ 70,000		\$ 70,000
Construction Management (CM)							\$ 10,500		\$ 10,500
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 10,500	\$ 80,500	\$ -	\$ 91,000

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: W Bird St. Chip Seal (Tolt to Stephens Ave - 280 LF)

Project Worksheet

Project No: SR2

Project Type: Pavement Preservation

TIP Start Year = 2021

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

PCR: 52

Collector

Construction of a 2" HMA chip seal for approximately 280 LF of W. Bird Street including reclamation of existing asphalt, construct new ADA-compliant sidewalk ramps where required, and install pavement markings.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

West Bird Street serves as a collector road west of Tolt Ave linking residential neighborhoods and the Senior Center to downtown businesses. A chip seal will enhance drive-ability and extend pavement life by preventing further deterioration leading to the need for full reconstruction. Benefits include enhanced drive-ability and safer, ADA-compliant, sidewalk ramps/crossings.

Construction of the Tolt Avenue CBD Improvements Project includes installation of a stormwater facility underneath this portion of West Bird Street. This road segment is also part of the Bird Street "Festival Street" project.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	\$ -	\$ -	\$ 201	\$ 1,538	\$ -	\$ -	\$ -	\$ -	\$ 1,739
301 Fund - REET(1&2)			\$ 201	\$ 1,538					\$ 1,739
109 Fund - TIF									\$ -
GRANT FUNDS	\$ -	\$ -	\$ 1,404	\$ 10,767	\$ -	\$ -	\$ -	\$ -	\$ 12,171
Secured Grants									\$ -
Un-secured Grants - TIB SCPP			\$ 1,404	\$ 10,767					\$ 12,171
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other < _____ >									\$ -
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ 1,605	\$ 12,305	\$ -	\$ -	\$ -	\$ -	\$ 13,910
CAPITAL EXPENDITURES									
<i>Capital Expenditures Reflect 2019 Dollars</i>									
Design (PE)			\$ 1,605						\$ 1,605
Right of Way Acquisition (RW)									\$ -
Construction (CN)				\$ 10,700					\$ 10,700
Construction Management (CM)				\$ 1,605					\$ 1,605
TOTAL EXPENDITURES =	\$ -	\$ -	\$ 1,605	\$ 12,305	\$ -	\$ -	\$ -	\$ -	\$ 13,910

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: W Commercial St. Overlay (Tolt to Stephens Ave - 400 LF)

Project Worksheet

Project No: SR3

Project Type: Pavement Preservation

TIP Start Year = 2021

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

PCR: 54

Collector

Construction of a 2" HMA overlay for approximately 400 LF of West Commercial Street including reclamation of existing asphalt, and construction of new ADA-compliant sidewalk ramps and pavement markings where required.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

West Commercial Street serves as a collector road west of Tolt Ave linking residential neighborhoods to downtown businesses. An overlay or chip seal will enhance drive-ability and extend pavement life by preventing further deterioration leading to the need for full reconstruction. Benefits include enhanced drive-ability and safer, ADA-compliant, sidewalk ramps/crossings.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	\$ -	\$ -	\$ 881	\$ 6,463	\$ -	\$ -	\$ -	\$ -	\$ 7,344
301 Fund - REET(1&2)			\$ 881	\$ 6,463					\$ 7,344
109 Fund - TIF									\$ -
GRANT FUNDS	\$ -	\$ -	\$ 6,169	\$ 45,238	\$ -	\$ -	\$ -	\$ -	\$ 51,406
Secured Grants									\$ -
Un-secured Grants - TIB SCPP			\$ 6,169	\$ 45,238					\$ 51,406
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other < >									\$ -
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ 7,050	\$ 51,700	\$ -	\$ -	\$ -	\$ -	\$ 58,750
CAPITAL EXPENDITURES									
<i>Capital Expenditures Reflect 2019 Dollars</i>									
Design (PE)			\$ 7,050	\$ -					\$ 7,050
Right of Way Acquisition (RW)				\$ -					\$ -
Construction (CN)				\$ 47,000					\$ 47,000
Construction Management (CM)				\$ 4,700					\$ 4,700
TOTAL EXPENDITURES =	\$ -	\$ -	\$ 7,050	\$ 51,700	\$ -	\$ -	\$ -	\$ -	\$ 58,750

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: Myrtle St. Overlay (Tolt to King/Stossel Ave - 820 LF)

Project Worksheet

Project No: SR4

Project Type: Pavement Preservation

TIP Start Year = 2021

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

PCR: 60

Collector

Construction of a 2" HMA overlay for approximately 820 LF of Myrtle Street including reclamation of existing asphalt, and construction of new ADA-compliant sidewalk ramps where required, and install pavement markings.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Myrtle Street serves as a collector road east of Tolt Ave linking residential neighborhoods and downtown businesses. A chip seal will enhance drive-ability and extend pavement life by preventing further deterioration leading to the need for full reconstruction. Benefits include enhanced drive-ability and safer, ADA-compliant, sidewalk ramps/crossings.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	\$ -	\$ -	\$ 1,809	\$ 13,269	\$ -	\$ -	\$ -	\$ -	\$ 15,078
301 Fund - REET(1&2)			\$ 1,809	\$ 13,269					\$ 15,078
109 Fund - TIF									\$ -
GRANT FUNDS	\$ -	\$ -	\$ 12,666	\$ 92,881	\$ -	\$ -	\$ -	\$ -	\$ 105,547
Secured Grants			\$ -	\$ -					\$ -
Un-secured Grants - TIB SCPP			\$ 12,666	\$ 92,881					\$ 105,547
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other < >									\$ -
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ 14,475	\$ 106,150	\$ -	\$ -	\$ -	\$ -	\$ 120,625
CAPITAL EXPENDITURES									
<i>Capital Expenditures Reflect 2019 Dollars</i>									
Design (PE)			\$ 14,475						\$ 14,475
Right of Way Acquisition (RW)									\$ -
Construction (CN)				\$ 96,500					\$ 96,500
Construction Management (CM)				\$ 9,650					\$ 9,650
TOTAL EXPENDITURES =	\$ -	\$ -	\$ 14,475	\$ 106,150	\$ -	\$ -	\$ -	\$ -	\$ 120,625

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP # WA-08873

Project Title: Stossel Ave. Overlay (Entwistle to Rutherford - 1,180 LF)

Project Worksheet

Project No: SR5

Project Type: Pavement Preservation

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

PCR: 52

Collector

Construction of a 2" HMA overlay for approximately 1,180 LF of Stossel Avenue including construction of new ADA-compliant sidewalk ramps, and installation of pavement markings.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Stossel Avenue serves as a collector road east of Tolt Ave linking residential neighborhoods to downtown businesses. An overlay will enhance drive-ability and extend pavement life by preventing further deterioration leading to the need for full reconstruction. Benefits include enhanced drive-ability and safer, ADA-compliant, sidewalk ramps/crossings.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ 2,006	\$ 15,381	\$ -	\$ -	\$ -	\$ 17,388
301 Fund - REET(1&2)				\$ 2,006	\$ 15,381				\$ 17,388
109 Fund - TIF									\$ -
GRANT FUNDS	\$ -	\$ -	\$ -	\$ 14,044	\$ 107,669	\$ -	\$ -	\$ -	\$ 121,713
Secured Grants									\$ -
Un-secured Grants - TIB SCPP				\$ 14,044	\$ 107,669				\$ 121,713
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other < _____ >									\$ -
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ 16,050	\$ 123,050	\$ -	\$ -	\$ -	\$ 139,100
CAPITAL EXPENDITURES									
<i>Capital Expenditures Reflect 2019 Dollars</i>									
Design (PE)				\$ 16,050					\$ 16,050
Right of Way Acquisition (RW)									\$ -
Construction (CN)					\$ 107,000				\$ 107,000
Construction Management (CM)					\$ 16,050				\$ 16,050
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ 16,050	\$ 123,050	\$ -	\$ -	\$ -	\$ 139,100

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: Regal Glen Cul-de-Sacs Overlay (1,531 LF)

Project Worksheet

Project No: SR6

Project Type: Pavement Preservation

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

PCR: 45-54

Local Access

Construction of a 2" HMA overlay with reclamation of existing asphalt for approximately 1,531 LF of the Regal Glen cul-de-sacs Regency Place (217 LF), Palace Court (153 LF), Royal Court (264 LF), King Court (676 LF), and Queen Court (222 LF).

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Most of the cul-de-sacs in the Regal Glen neighborhood have "poor" pavement condition ratings. An overlay will enhance drive-ability and extend pavement life by preventing further deterioration leading to the need for full reconstruction.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ 3,925	\$ 21,588	\$ -	\$ -	\$ 25,513
301 Fund - REET(1&2)					\$ 3,925	\$ 21,588			\$ 25,513
109 Fund - TIF									\$ -
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ 27,475	\$ 151,113	\$ -	\$ -	\$ 178,588
Secured Grants									\$ -
Un-secured Grants - TIB SCPP					\$ 27,475	\$ 151,113			\$ 178,588
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other < _____ >									\$ -
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ 31,400	\$ 172,700	\$ -	\$ -	\$ 204,100
CAPITAL EXPENDITURES									
<i>Capital Expenditures Reflect 2019 Dollars</i>									
Design (PE)					\$ 31,400				\$ 31,400
Right of Way Acquisition (RW)									\$ -
Construction (CN)						\$ 157,000			\$ 157,000
Construction Management (CM)						\$ 15,700			\$ 15,700
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ 31,400	\$ 172,700	\$ -	\$ -	\$ 204,100

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: E Entwistle St. Overlay (Spilman to 329th - 2,325 LF)

Project Worksheet

Project No: SR7

Project Type: Pavement Preservation

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

PCR: 54

Arterial

Construction of a 2" HMA overlay for approximately 0.44 miles of East Entwistle Street including construction of new ADA-compliant sidewalk ramps where required, and installation of pavement markings.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

East Entwistle Street serves as an arterial road east of Tolt Ave linking residential neighborhoods to downtown businesses. An overlay will enhance drive-ability and extend pavement life by preventing further deterioration leading to the need for full reconstruction. Benefits include enhanced drive-ability and safer ADA-compliant sidewalk ramps/crossings.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 4,700	\$ 47,000	\$ -	\$ 51,700
301 Fund - REET(1&2)						\$ 4,700	\$ 47,000		\$ 51,700
109 Fund - TIF									\$ -
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,900	\$ 329,000	\$ -	\$ 361,900
Secured Grants									\$ -
Un-secured Grants - TIB SCPP						\$ 32,900	\$ 329,000		\$ 361,900
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other < _____ >									\$ -
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,600	\$ 376,000	\$ -	\$ 413,600
CAPITAL EXPENDITURES									
<i>Capital Expenditures Reflect 2019 Dollars</i>									
Design (PE)						\$ 37,600			\$ 37,600
Right of Way Acquisition (RW)									\$ -
Construction (CN)							\$ 376,000		\$ 376,000
Construction Management (CM)							\$ 30,080		\$ 30,080
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 37,600	\$ 376,000	\$ -	\$ 413,600

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: Stephens Ave. Overlay (W Entwistle to Morrison - 1,825 LF)

Project Worksheet

Project No: SR8

Project Type: Pavement Preservation

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

PCR: 54 & 63

Collector & LA Original Plat

Construction of a 2" HMA overlay for approximately 1,825 LF of Stephens Avenue including construction of new ADA-compliant sidewalk ramps as required, and installation of pavement markings.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Stossel Avenue serves as a collector road east of Tolt Ave linking residential neighborhoods to downtown businesses. An overlay will enhance drive-ability and extend pavement life by preventing further deterioration leading to the need for full reconstruction. Benefits include enhanced drive-ability and safer, ADA-compliant, sidewalk ramps/crossings.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 2,688	\$ 29,025	\$ 31,713
301 Fund - REET(1&2)							\$ 2,688	\$ 29,025	\$ 31,713
109 Fund - TIF									\$ -
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,813	\$ 203,175	\$ 221,988
Secured Grants									\$ -
Un-secured Grants - TIB SCPP							\$ 18,813	\$ 203,175	\$ 221,988
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other < _____ >									\$ -
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,500	\$ 232,200	\$ 253,700
CAPITAL EXPENDITURES									
		<i>Capital Expenditures Reflect 2019 Dollars</i>							
Design (PE)							\$ 21,500		\$ 21,500
Right of Way Acquisition (RW)									\$ -
Construction (CN)								\$ 215,000	\$ 215,000
Construction Management (CM)								\$ 17,200	\$ 17,200
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 21,500	\$ 232,200	\$ 253,700

Table T-5.4 - Street Maintenance Projects
Pothole Repair, Crack Sealing, and Pavement Seal Coat

2021 Crack sealing		<i>PCR</i>	<i>Total linear feet:</i>	<i>8944.32</i>
ENTWISTLE ST	TOLT AVE to STOSSEL AVE	95	Arterial/Collector	1108.8
NE 50TH ST	326TH AVE NE to 328TH AVE NE	90	Arterial/Collector	649.44
NE 50TH ST	326TH AVE NE to MILWAUKEE AVE	90	Arterial/Collector	633.6
326TH AVE NE	NE 47TH ST to NE 50TH ST	95	Brumbaugh's	623.04
327TH AVE NE	NE 47TH ST to NE 50TH ST	95	Brumbaugh's	623.04
328TH AVE NE	NE 47TH ST to NE 50TH ST	95	Brumbaugh's	623.04
326TH AVE NE	NE 50TH STREET to CUL-DE-SAC	72	Carnation Meadows II	633.6
BAGWELL ST	MILWAUKEE AVE to SPILMAN AVE	95	Tolt	475.2
RUTHERFORD ST	SPILMAN AVE to MILWAUKEE AVENUE	95	Tolt	475.2
RUTHERFORD ST	STOSSEL ST to SPILMAN AVE	95	Tolt	633.6
RUTHERFORD ST	TOLT AVE to STOSSEL ST	95	Tolt	52.8
SPILMAN AVE	E BIRD ST to MORRISON STREET	95	Tolt	897.6
SPILMAN AVE	ENTWISTLE ST to E BIRD ST	95	Tolt	1304.16
SPILMAN AVE	MORRISON STREET to SCHOOL	54	Tolt	211.2
2022 Crack sealing		<i>PCR</i>	<i>Total linear feet:</i>	<i>8632.08</i>
ENTWISTLE ST	STOSSEL AVE to SPILMAN AVE	100	Arterial/Collector	580.8
NE 50TH ST	328TH AVE NE to EAST END	100	Arterial/Collector	475.2
KING CT	REGAL ST to CUL-DE-SAC	54	Regal Glen	675.84
PALACE CT	REGAL ST to CUL-DE-SAC	45	Regal Glen	153.12
QUEEN CT	REGAL ST to CUL-DE-SAC	54	Regal Glen	221.76
REGAL ST	STOSSEL ST to ENTWISTLE ST	86	Regal Glen	1884.96
REGENCY PLACE	REGAL ST to CUL-DE-SAC	50	Regal Glen	216.48
ROYAL CT	REGAL ST to CUL-DE-SAC	45	Regal Glen	264
327th AVE NE	NE 50TH ST TO CUL-DE-SAC	95	The Estates at SVT	1795.2
51ST ST	52ND ST TO 327TH AVE NE	100	The Estates at SVT	1050
MILWAUKEE AVE	ENTWISTLE ST to NE 50TH ST	68	Tolt	1314.72

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP # WA-03839

Project Title: E Entwistle/NE 45th Sidewalk (329th to 332nd Ave - 880 LF)

Project Worksheet

Project No: NM1

Project Type: Non-Motorized

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Installation of approximately 880 LF of 6' wide sidewalk, curb, gutter and stormwater collection and infiltration facilities on the south side of the street between the Swiftwater and Brooktree neighborhoods; installation of ADA compliant curb ramps and intermittent street trees between the curb and sidewalk. Low Impact Development (LID) features will be incorporated where technically feasible to reduce runoff and provide water quality treatment.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

This project would fill in gaps on the south side of the road between an existing sidewalk from the city center to 329th Ave and new pathways installed by developers between 332nd Avenue and 334th Avenue. This is the only available pedestrian route to City services for more than 120 homes. Parents and children living along this roadway have united and expressed their concern to the City regarding the lack of a safe pedestrian access route along this roadway. The completed improvements will create a safer roadway and complete a walkway gap in support of a "walkable" community.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	\$ -	\$ 3,764	\$ 20,702	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 24,466
301 Fund - REET(1&2)									\$ -
109 Fund - TIF		\$ 3,764	\$ 20,702						\$ 24,466
GRANT FUNDS	\$ -	\$ 71,516	\$ 393,338	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 464,854
Secured Grants									\$ -
Un-secured Grants (WSDOT P&B)		\$ 71,516	\$ 393,338						\$ 464,854
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other < _____ >									\$ -
TOTAL FUNDING SOURCES =	\$ -	\$ 75,280	\$ 414,040	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 489,320
CAPITAL EXPENDITURES									
		<i>Capital Expenditures Reflect 2020 Dollars</i>							
Design (PE)		\$ 75,280							\$ 75,280
Right of Way Acquisition (RW)									\$ -
Construction (CN)			\$ 376,400						\$ 376,400
Construction Management (CM)			\$ 37,640						\$ 37,640
TOTAL EXPENDITURES =	\$ -	\$ 75,280	\$ 414,040	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 489,320

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: McKinley Ave. Sidewalk (Eugene to Blanche St.)

Project Worksheet

Project No: NM2

Project Type: Non-Motorized

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construction of approximately 400 lineal feet of cement 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.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

This project would fill in gaps on the east side of the road between an existing sidewalk from East Entwistle Street to Valley Memorial Park.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ 54,178	\$ -	\$ -	\$ -	\$ -	\$ 54,178
301 Fund - REET(1&2)				\$ 54,178					\$ 54,178
109 Fund - TIF									\$ -
GRANT FUNDS	\$ -	\$ -	\$ -	\$ 379,243	\$ -	\$ -	\$ -	\$ -	\$ 379,243
Secured Grants									\$ -
Un-secured Grants				\$ 379,243					\$ 379,243
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other < _____ >									\$ -
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ 433,420	\$ -	\$ -	\$ -	\$ -	\$ 433,420
CAPITAL EXPENDITURES									
<i>Capital Expenditures Reflect 2019 Dollars</i>									
Design (PE)				\$ 50,010					\$ 50,010
Right of Way Acquisition (RW)									\$ -
Construction (CN)				\$ 333,400					\$ 333,400
Construction Management (CM)				\$ 50,010					\$ 50,010
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ 433,420	\$ -	\$ -	\$ -	\$ -	\$ 433,420

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: City Wayfinding Signage Improvements

Project Worksheet

*Project No: **

Project Type: Non-Motorized

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Project consists of developing and installing 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.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

The wayfinding elements create a unified system that helps people know where they are, where they want to go, and how to get there. It serves the dual purpose of reinforcing Carnation's unique identity through materials, color, and design, as well as by calling out Carnation's assets. Project identified in the Tolt Avenue Action Plan. Planning/design for this project should precede, or be performed in conjunction with, the first implemented Action Plan project to both guide uniformity and implementing wayfinding elements with other future planned Tolt Ave corridor projects, as appropriate.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS
FUNDING SOURCES									
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 47,500	\$ 47,500
301 Fund - REET(1&2)								\$ 47,500	\$ 47,500
109 Fund - TIF									\$ -
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 142,500	\$ 142,500
Secured Grants									\$ -
Un-secured Grants								\$ 142,500	\$ 142,500
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other < _____ >									\$ -
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 190,000	\$ 190,000
CAPITAL EXPENDITURES									
		<i>Capital Expenditures Reflect 2019 Dollars</i>							
Design (PE)								\$ 45,000	\$ 45,000
Right of Way Acquisition (RW)									\$ -
Construction (CN)								\$ 145,000	\$ 145,000
Construction Management (CM)									\$ -
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 190,000	\$ 190,000

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: Tolt Ave. (SR 203) - Garden Tracts Walkway (55th to 60th)

Project Worksheet

Project No: JA1

Project Type: Non-Motorized

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Construction of approximately 1300 LF of asphalt path along the east side of Tolt Ave (SR 203). Improvements include a 6-foot asphalt path with 10-foot wide landscaping/planting in a buffer strip between the path and roadway shoulder.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Tolt Avenue (SR 203) does not have a pedestrian route between NE 55th Street and NE 60th Street. Wide travel lanes and narrow, roadway shoulders result in high travel speeds and few pedestrian trips. This new pedestrian walkway will connect the adjacent residential areas with downtown Carnation. Project is outside current City Limits within the UGA and is identified in the Tolt Avenue Action Plan as a project "subsequent" to planned "Tolt Ave. North Entry" project. Improvements should be coordinated and developed consistent with details/elements of the other planned Tolt Ave corridor improvement projects.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS	
FUNDING SOURCES										
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 94,250	\$ 94,250	
301 Fund - REET(1&2)								\$ 94,250	\$ 94,250	
109 Fund - TIF									\$ -	
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 282,750	\$ 282,750	
Secured Grants									\$ -	
Un-secured Grants								\$ 282,750	\$ 282,750	
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Other <____>									\$ -	
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 377,000	\$ 377,000	
CAPITAL EXPENDITURES										
		<i>Capital Expenditures Reflect 2019 Dollars</i>								
Design (PE)								\$ 43,500	\$ 43,500	
Right of Way Acquisition (RW)									\$ -	
Construction (CN)								\$ 290,000	\$ 290,000	
Construction Management (CM)								\$ 43,500	\$ 43,500	
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 377,000	\$ 377,000	

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: Tolt Hill Road/SR 203 Intersection Improvements

Project Worksheet

Project No: JA2

Project Type: Capacity

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

Install a traffic signal or roundabout on SR 203 at Tolt Hill Road intersection. 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.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

The Tolt-Hill Rd intersection at SR 203 is an existing stop-control. During summer and fall weekends thousands of visitors converge on Remlinger’s Farm, Tolt-McDonald Park, and other local destinations and generate heavy traffic hindering turning movements onto SR 203 (Tolt Avenue) and into Carnation. This project is not within the City limit nor within current City UGA boundary, but is identified in the Tolt Avenue Action Plan as an opportunistic project. Tolt Hill Road is within unincorporated King County and therefore this project is consider 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.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS	
FUNDING SOURCES										
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
301 Fund - REET(1&2)									\$ -	
109 Fund - TIF									\$ -	
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Secured Grants									\$ -	
Un-secured Grants									\$ -	
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Other <_____>									\$ -	
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CAPITAL EXPENDITURES										
		<i>Capital Expenditures Reflect 2019 Dollars</i>								
Design (PE)								\$ 110,000	\$ 110,000	
Right of Way Acquisition (RW)									\$ -	
Construction (CN)								\$ 560,000	\$ 560,000	
Construction Management (CM)									\$ -	
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 670,000	\$ 670,000	

City of Carnation Transportation Improvement Plan

Six Year Transportation Improvement Program (STIP)

TIP #

Project Title: Tolt River Bridge Painting and Walkway Improvements

Project Worksheet

Project No: JA3

Project Type:

TIP Start Year = **2021**

DESCRIPTION & PRIMARY PROJECT COMPONENTS:

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.

JUSTIFICATION, BENEFITS, & SUSTAINABILITY:

Creates a “gateway” at the City’s southern boundary. The existing bridge surface is rarely cleaned and an eyesore for people entering Carnation. Painting the bridge and incorporating lighting will enhance the character. The creation of a sidewalk on the eastside of the bridge strengthens the connection with other City planned Tolt Ave. corridor improvement projects. Only a portion of this project is within the City limit and is identified in the Tolt Avenue Action Plan as an opportunistic project. Maintenance and any modification to the bridge on SR 203 are under WSDOT authority, therefore this is consider a partnership project in which the City, if desired, could be a financial participant to a WSDOT lead project. Bridge alteration or modification require WSDOT approval.

Activity:	Prior Year(s)	2021	2022	2023	2024	2025	2026	Beyond 2026	TOTALS	
FUNDING SOURCES										
LOCAL FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
301 Fund - REET(1&2)									\$ -	
109 Fund - TIF									\$ -	
GRANT FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Secured Grants									\$ -	
Un-secured Grants									\$ -	
OTHER FUNDS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Other <_____>									\$ -	
TOTAL FUNDING SOURCES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
CAPITAL EXPENDITURES										
		<i>Capital Expenditures Reflect 2019 Dollars</i>								
Design (PE)								\$ 290,000	\$ 290,000	
Right of Way Acquisition (RW)									\$ -	
Construction (CN)								\$ 1,250,000	\$ 1,250,000	
Construction Management (CM)									\$ -	
TOTAL EXPENDITURES =	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,540,000	\$ 1,540,000	

6. Six Year Transportation Improvement Program (STIP)

State law (RCW 35.77.010) requires that each City prepare and adopt a transportation program for the ensuing six calendar years. A copy of the adopted program must be filed with Secretary of Transportation on an annual basis. This program represents a forecast of the transportation related improvements to meet locally defined levels of service and policies as identified in the Transportation Element.

Capital improvement projects and street repair programs are considered, updated, and prioritized for the TIP on an annual basis by the City Council with staff recommendations. From this review, the Six-Year Transportation Improvement Program (STIP) is developed. The STIP represents a prioritized short-range planning document that identifies the revenues (secured or expected) and estimated expenditures needed to ensure the City can accomplish the projects or programs listed for the next six years. Funding for some of these projects is secured, while funding for other projects is not. Detailed evaluation of future conditions should assume completion only of financially committed projects.

a. STIP Resolution

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Carnation

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	1	<p>SR 203/Tolt Avenue Central Business District Improvements</p> <p>Tolt Avenue (SR 203)</p> <p>Eugene Street to Rutherford Street</p> <p>The SR 203/Tolt Avenue Central Business District Improvements project includes constructing sidewalks and bike lanes and/or shared-use facilities along with adjacent street improvements in the City of Carnation's Central Business District (CBD) zone along SR 203/Tolt Avenue between Eugene Street and Rutherford Street. The project element details include all hardscape improvements, including widened shared-use sidewalks, curb bulbs to shorten street crossings, street re-grading and paving, undergrounding overhead utilities, installation of street and pedestrian lighting, storm drainage infrastructure improvements, street trees and plantings, and site furnishings. Widen to three lanes for left turns. The project will also include striping, signage, and wayfinding.</p>	WA-03830	07/21/20				28	C G P S T W	0.270	DCE	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
S	PE	2021		0	OTHER	3,854	23,987	27,841
S	CN	2021		0	OTHER	2,170,645	168,000	2,338,645
S	CN	2021		0	TIB	750,000	132,353	882,353
S	CN	2021		0	WSDOT	200,000	0	200,000
S	CN	2021		0	TIB	500,000	0	500,000
S	CN	2021	STP(R)	450,000		0	80,000	530,000
S	CN	2021		0		0	3,126,604	3,126,604
Totals				450,000		3,624,499	3,530,944	7,605,443

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Carnation

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	27,841	0	0	0	0
CN	7,577,602	0	0	0	0
Totals	7,605,443	0	0	0	0

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Carnation

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
03	2	E Entwistle/NE 45th St. Sidewalk Entwistle/NE 45th Street 329th Avenue NE to 332nd Avenue NE Installation of approximately 880 LF of 6' wide sidewalk, curb, gutter and stormwater collection and infiltration facilities on the south side of the street between the Swiftwater and Brooktree neighborhoods; installation of ADA compliant curb ramps and intermittent street trees between the curb and sidewalk. Low Impact Development (LID) features will be incorporated where technically feasible to reduce runoff and provide water quality treatment.	WA-03839	07/21/20				28	C G P S T W	0.170	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2021		0	Ped/Bike Program	71,516	3,764	75,280
P	CN	2022		0	Ped/Bike Program	393,338	20,702	414,040
Totals				0		464,854	24,466	489,320

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	75,280	0	0	0	0
CN	0	414,040	0	0	0
Totals	75,280	414,040	0	0	0

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Carnation

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	3	McKinley Ave. Sidewalk McKinley Avenue East Entwistle Street to Blanche Street Construction of approximately 400 lineal feet of cement 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.	NM2	07/21/20				28	C G P S T W	0.080	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2023		0	TIB	43,759	6,251	50,010
P	CN	2023		0	TIB	335,484	47,926	383,410
Totals				0		379,243	54,177	433,420

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	50,010	0	0
CN	0	0	383,410	0	0
Totals	0	0	433,420	0	0

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Carnation

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
06	4	Larson Avenue Connector Larson Avenue West Entwistle Street to NE 40th Street Construct approximately 1,000 LF of new arterial roadway between NE 40th Street and West Entwistle Street to include 2-12' travel lanes with 10' parking lanes; curb, gutter, and sidewalk; new storm drainage, illumination, and signing/stripping. A parking lane could be replaced with two bicycle lanes or a sharrow lane.	CP2	07/20/20				01	C G P S T W	0.200	EIS	Yes

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2025		0	WSDOT	138,094	46,031	184,125
P	RW	2025		0		0	392,200	392,200
P	CN	2026		0	WSDOT	1,058,719	352,906	1,411,625
Totals				0		1,196,813	791,137	1,987,950

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	184,125
RW	0	0	0	0	392,200
CN	0	0	0	0	1,411,625
Totals	0	0	0	0	1,987,950

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Carnation

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
			G. Structure ID									
06	5	NE 40th St. Arterial Reconstruction NE 40th Street Tolt Ave (SR 203) to Larson Avenue Reconstruct and widen approximately 500 LF of NE 40th Street to include 2-12' asphalt travel lanes; a turn lane at the intersection with Tolt; a parking lane; a bicycle lane; curb, gutter, and sidewalks on both sides of the street; new storm drainage facilities; illumination upgrades; and signing/stripping.	SI1	07/21/20				04	C G P S T W	0.100	DCE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2025		0	TIB	85,575	12,225	97,800
P	CN	2026		0	TIB	656,075	93,725	749,800
Totals				0		741,650	105,950	847,600

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	97,800
CN	0	0	0	0	749,800
Totals	0	0	0	0	847,600

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Carnation

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	6	NE 40th St. Overlay NE 40th Street Larson Avenue to park entry Construction of a 2" HMA overlay for approximately 710 LF of NE 40th Street including construct new ADA-compliant sidewalk ramps, where required, and install pavement markings.	SR1	07/21/20				05	C G P S T W	0.130	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2025		0	TIB	9,188	1,312	10,500
P	CN	2026		0	TIB	70,438	10,062	80,500
Totals				0		79,626	11,374	91,000

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	10,500
CN	0	0	0	0	80,500
Totals	0	0	0	0	91,000

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Carnation

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	7	E Bird St. Reconstruction Bird Street Commercial Street to Milwaukee Avenue Reconstruct and widen approximately 950 LF of East Bird Street to include 2-10' asphalt travel lanes; gravel parking shoulder; landscaped rain gardens and a five-foot asphalt walkway on one side and ADA compliant sidewalk ramps.	WA-08870	07/21/20				04	C G P S T W	0.180	DCE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2022		0	TIB	53,366	7,624	60,990
P	CN	2023		0	TIB	409,141	58,449	467,590
Totals				0		462,507	66,073	528,580

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	60,990	0	0	0
CN	0	0	467,590	0	0
Totals	0	60,990	467,590	0	0

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Carnation

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	8	W Bird St. Chip Seal Bird Street Tolt Avenue (SR 203) to Stephens Avenue Construction of a 2" HMA chip seal for approximately 280 LF of W. Bird Street including reclamation of existing asphalt, construct new ADA-compliant sidewalk ramps where required, and install pavement markings.	SR2	07/21/20				05	C G P S T W	0.050	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2022		0	TIB	1,404	201	1,605
P	CN	2023		0	TIB	10,767	1,538	12,305
Totals				0		12,171	1,739	13,910

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	1,605	0	0	0
CN	0	0	12,305	0	0
Totals	0	1,605	12,305	0	0

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Carnation

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	9	W Commercial St. Overlay Commercial Street Tolt Ave (SR 203) to Stephens Avenue Construction of a 2" HMA overlay for approximately 400 LF of West Commercial Street including reclamation of existing asphalt, and construction of new ADA-compliant sidewalk ramps and pavement markings where required.	SR3	07/21/20				05	C G P S T W	0.170	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2022		0	TIB	6,169	881	7,050
P	CN	2023		0	TIB	45,238	6,462	51,700
Totals				0		51,407	7,343	58,750

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	7,050	0	0	0
CN	0	0	51,700	0	0
Totals	0	7,050	51,700	0	0

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Carnation

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	10	Myrtle St. Overlay Myrtle Street Tolt Ave (SR 203) to Stossel/King Street Construction of a 2" HMA overlay for approximately 820 LF of Myrtle Street including reclamation of existing asphalt, and construction of new ADA-compliant sidewalk ramps where required, and install pavement markings.	SR4	07/21/20				05	C G P S T W	0.160	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2022		0	TIB	12,666	1,809	14,475
P	CN	2023		0	TIB	92,881	13,269	106,150
Totals				0		105,547	15,078	120,625

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	14,475	0	0	0
CN	0	0	106,150	0	0
Totals	0	14,475	106,150	0	0

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Carnation

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	11	W Rutherford St. Reconstruction Rutherford Street Tolt Ave (SR 203) to Stewart Avenue Reconstruct and widen approximately 1050 LF of West Rutherford Street to include 2 -10' asphalt travel lanes; gravel parking shoulder; landscaped rain gardens and a five-foot asphalt walkway on one side and ADA compliant sidewalk ramps.	WA-08872	07/21/20				05	C G P S T W	0.220	DCE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2023		0	TIB	58,984	8,426	67,410
P	CN	2024		0	TIB	452,209	64,601	516,810
Totals				0		511,193	73,027	584,220

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	67,410	0	0
CN	0	0	0	516,810	0
Totals	0	0	67,410	516,810	0

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Carnation

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
07	12	Stossel Ave. Overlay Stossel Avenue East Entwistle Street to Rutherford Street Construction of a 2" HMA overlay for approximately 1,180 LF of Stossel Avenue including construction of new ADA-compliant sidewalk ramps, and installation of pavement markings.	WA-08873	07/21/20				05	C G P S T W	0.210	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2023		0	TIB	14,044	2,006	16,050
P	CN	2024		0	TIB	107,669	15,381	123,050
Totals				0		121,713	17,387	139,100

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	16,050	0	0
CN	0	0	0	123,050	0
Totals	0	0	16,050	123,050	0

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Carnation

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
09	13	E Reitze St. Reconstruction Reitze Street Milwaukee Avenue to Stossel Avenue Reconstruct and widen approximately 1150 LF of East Reitze Street to include 2-10' asphalt travel lanes; gravel parking shoulder; landscaped rain gardens and a five-foot asphalt walkway on one side and ADA compliant sidewalk ramps.	WA-08871	07/21/20				04	C G P S T W	0.210	DCE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2024		0	TIB	64,601	9,229	73,830
P	CN	2025		0	TIB	495,276	70,754	566,030
Totals				0		559,877	79,983	639,860

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	73,830	0
CN	0	0	0	0	566,030
Totals	0	0	0	73,830	566,030

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Carnation

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
		G. Structure ID										
09	14	SR6 Regal Glen Cul-de-Sacs Overlay Regency Pl, Palace Ct, Royal Ct, King Ct, Queen Ct Regal Street to cul-de-sac Construction of a 2" HMA overlay with reclamation of existing asphalt for approximately 1,531 LF of the Regal Glen cul-de-sacs Regency Place (217 LF), Palace Court (153 LF), Royal Court (264 LF), King Court (676 LF), and Queen Court (222 LF).	SR6	07/21/20				05	C G P S T W	0.290		No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2024		0	TIB	27,475	3,925	31,400
P	CN	2025		0	TIB	151,112	21,588	172,700
Totals				0		178,587	25,513	204,100

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	31,400	0
CN	0	0	0	0	172,700
Totals	0	0	0	31,400	172,700

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Carnation

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
			G. Structure ID									
06	16	E Entwistle St. Overlay East Entwistle Street Spilman Avenue to 329th Avenue NE Construction of a 2" HMA overlay for approximately 2,325 LF of East Entwistle Street including construction of new ADA-compliant sidewalk ramps where required, and installation of pavement markings.	SR7	07/21/20				05	C G P S T W	0.440		No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2025		0	TIB	32,900	4,700	37,600
P	CN	2026		0	TIB	329,000	47,000	376,000
Totals				0		361,900	51,700	413,600

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	37,600
CN	0	0	0	0	376,000
Totals	0	0	0	0	413,600

Six Year Transportation Improvement Program From 2021 to 2026

Agency: Carnation

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
			G. Structure ID									
08	17	<p>Stephens Ave. Overlay</p> <p>Stephens Avenue</p> <p>Entwistle Street to Morrison Street</p> <p>Construction of a 2" HMA overlay for approximately 1,825 LF of Stephens Avenue including construction of new ADA-compliant sidewalk ramps as required, and installation of pavement markings.</p>	SR8	07/21/20				05	C G P S T W	0.350	CE	No

Funding								
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds
P	PE	2026		0	TIB	18,812	2,688	21,500
Totals				0		18,812	2,688	21,500

Expenditure Schedule					
Phase	1st	2nd	3rd	4th	5th & 6th
PE	0	0	0	0	21,500
Totals	0	0	0	0	21,500

	Federal Funds	State Funds	Local Funds	Total Funds
Grand Totals for Carnation	450,000	8,870,399	4,858,579	14,178,978



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

301 CAPITAL IMPROVEMENT FUND		Actual 2015-19	Estimated 2020	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Six-Year Period Total
				2021	2022	2023	2024	2025	2026	
Available Cash Balance - 301 Fund			\$ 1,754,828	\$ 1,392,723	\$ 63,945	\$ 151,430	\$ 159,280	\$ 164,143	\$ 151,565	
Revenues - 301 Fund				\$ 2,000,000	Pre-Bond Loan					
	REET (1 & 2)	\$ 856,321	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 600,000
	IFT: 001/002 Fund	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transfer-In: 109 Fund	\$ -	\$ -	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000
	Tolt Ave CBD PSRC TAP CAR-8 (PE)	\$ 686,142	\$ 49,108	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Tolt Ave CBD DOE EAGL SW (PE/CN)	\$ 153,526	\$ -	\$ 675,849	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 675,849
	Tolt Ave CBD PSE Schedule 74 (CN)	\$ -	\$ -	\$ 354,166	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 354,166
	Tolt Ave CBD WSDOT Partner Commitment (CN)	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000
	Tolt Ave CBD DOC WA Cap Budget (CN)	\$ -	\$ -	\$ 1,498,650	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,498,650
	Tolt Ave CBD TIB SCAP (CN)	\$ -	\$ -	\$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000
	Tolt Ave CBD TIB Complete Streets (CN)	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Tolt Ave CBD PSRC RTCC (CN)	\$ -	\$ -	\$ 450,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 450,000
	NE 40th St. Arterial Reconstruction (Tolt to Larson Ave)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 85,575	\$ 656,075	\$ 741,650
	NE 40th St. Overlay (Larson Ave to Park Entry - 1,150 LF)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 9,188	\$ 70,438	\$ 79,625
	E Bird St. Reconstruction (Commercial to Milwaukee - 950 LF)	\$ -	\$ -	\$ -	\$ 53,366	\$ 409,141	\$ -	\$ -	\$ -	\$ 462,508
	W Bird St. Chip Seal (Tolt to Stephens Ave - 280 LF)	\$ -	\$ -	\$ -	\$ 1,404	\$ 10,767	\$ -	\$ -	\$ -	\$ 12,171
	W Commercial St. Overlay (Tolt to Stephens Ave - 400 LF)	\$ -	\$ -	\$ -	\$ 6,169	\$ 45,238	\$ -	\$ -	\$ -	\$ 51,406
	Myrtle St. Overlay (Tolt to King/Stossel Ave - 820 LF)	\$ -	\$ -	\$ -	\$ 12,666	\$ 92,881	\$ -	\$ -	\$ -	\$ 105,547
	W Rutherford St. Reconstruction (Tolt to Stewart - 1,050 LF)	\$ -	\$ -	\$ -	\$ -	\$ 58,984	\$ 452,209	\$ -	\$ -	\$ 511,193
	Stossel Ave. Overlay (Entwistle to Rutherford - 1,180 LF)	\$ -	\$ -	\$ -	\$ -	\$ 14,044	\$ 107,669	\$ -	\$ -	\$ 121,713
	E Reitze St. Reconstruction (Milwaukee to Stossel - 1,150 LF)	\$ -	\$ -	\$ -	\$ -	\$ 64,601	\$ 495,276	\$ -	\$ -	\$ 559,878
	Regal Glen Cul-de-Sacs Overlay (1,531 LF)	\$ -	\$ -	\$ -	\$ -	\$ 27,475	\$ 151,113	\$ -	\$ -	\$ 178,588
	E Entwistle St. Overlay (Spilman to 329th - 2,325 LF)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 32,900	\$ 329,000	\$ -	\$ 361,900
	Stephens Ave. Overlay (W Entwistle to Morrison - 1,825 LF)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 18,813	\$ -	\$ 18,813
	Other (Investment & Bond Interest)	\$ 27,651	\$ 1,100	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 6,000
	Total Revenues		\$ 150,208	\$ 6,279,665	\$ 174,605	\$ 732,054	\$ 752,954	\$ 875,051	\$ 1,175,325	\$ 7,989,654
Expenses - 301 Fund										
	Tolt Ave. CBD Improvements (PE)	\$ (817,542)	\$ (449,413)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Tolt Ave. CBD (PE Phase Prof Svcs)	\$ (39,350)	\$ (60,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Tolt Ave. CBD Stormwater (PE & CN)	\$ (157,134)	\$ -	\$ (910,966)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (910,966)
	Tolt Ave. CBD Underground Conv. (PE & CN)	\$ (7,718)	\$ -	\$ (968,323)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (968,323)
	Tolt Ave. CBD Improvements (CM & CN)	\$ (7,760)	\$ -	\$ (5,726,154)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (5,726,154)
	NE 40th St. Arterial Reconstruction (Tolt to Larson Ave)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (97,800)	\$ (749,800)	\$ (847,600)
	NE 40th St. Overlay (Larson Ave to Park Entry - 1,150 LF)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (10,500)	\$ (80,500)	\$ (91,000)
	E Bird St. Reconstruction (Commercial to Milwaukee - 950 LF)	\$ -	\$ -	\$ -	\$ (60,990)	\$ (467,590)	\$ -	\$ -	\$ -	\$ (528,580)
	W Bird St. Chip Seal (Tolt to Stephens Ave - 280 LF)	\$ -	\$ -	\$ -	\$ (1,605)	\$ (12,305)	\$ -	\$ -	\$ -	\$ (13,910)
	W Commercial St. Overlay (Tolt to Stephens Ave - 400 LF)	\$ -	\$ -	\$ -	\$ (7,050)	\$ (51,700)	\$ -	\$ -	\$ -	\$ (58,750)
	Myrtle St. Overlay (Tolt to King/Stossel Ave - 820 LF)	\$ -	\$ -	\$ -	\$ (14,475)	\$ (106,150)	\$ -	\$ -	\$ -	\$ (120,625)
	W Rutherford St. Reconstruction (Tolt to Stewart - 1,050 LF)	\$ -	\$ -	\$ -	\$ -	\$ (67,410)	\$ (516,810)	\$ -	\$ -	\$ (584,220)
	Stossel Ave. Overlay (Entwistle to Rutherford - 1,180 LF)	\$ -	\$ -	\$ -	\$ -	\$ (16,050)	\$ (123,050)	\$ -	\$ -	\$ (139,100)
	E Reitze St. Reconstruction (Milwaukee to Stossel - 1,150 LF)	\$ -	\$ -	\$ -	\$ -	\$ (73,830)	\$ (566,030)	\$ -	\$ -	\$ (639,860)
	Regal Glen Cul-de-Sacs Overlay (1,531 LF)	\$ -	\$ -	\$ -	\$ -	\$ (31,400)	\$ (172,700)	\$ -	\$ -	\$ (204,100)
	E Bird "Festival Street" Reconstruction (Stossel to Stephens - 575 LF)	\$ (6,959)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	E Entwistle St. Overlay (Spilman to 329th - 2,325 LF)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (37,600)	\$ (376,000)	\$ (413,600)
	Stephens Ave. Overlay (W Entwistle to Morrison - 1,825 LF)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (21,500)	\$ (21,500)
	Other (Bond Fees, Prof Svcs)	\$ (26,184)	\$ (2,900)	\$ (3,000)	\$ (3,000)	\$ (3,000)	\$ (3,000)	\$ (3,000)	\$ (3,000)	\$ (18,000)
	Total Expenses		\$ (512,313)	\$ (7,608,443)	\$ (87,120)	\$ (724,205)	\$ (748,090)	\$ (887,630)	\$ (1,230,800)	\$ (11,286,288)
Ending Cash Balance - 301 Capital Improvement			\$ 1,392,723	\$ 63,945	\$ 151,430	\$ 159,280	\$ 164,143	\$ 151,565	\$ 96,090	

109 TRAFFIC IMPACT FEE FUND		Actual 2015-19	Estimated 2020	Estimated	Estimated	Estimated	Estimated	Estimated	Estimated	Six-Year Period Total
				2021	2022	2023	2024	2025	2026	
Beginning Cash: 109 Fund			\$ 214,972	\$ 294,709	\$ 91,370	\$ 196,093	\$ 267,341	\$ 392,766	\$ 374,109	
Revenues - 109 Fund										
	Traffic Impact Fees	\$ 403,302	\$ 37,500	\$ 50,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 675,000
	Larson Avenue Connector (NE 40th to Entwistle St.)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 432,244	\$ 1,058,719	\$ 1,490,963
	E Entwistle/NE 45th Sidewalk (329th to 332nd Ave - 880 LF)	\$ -	\$ 71,516	\$ 71,516	\$ 393,338	\$ -	\$ -	\$ -	\$ -	\$ 464,854
	McKinley Ave. Sidewalk (Eugene to Blanche St.)	\$ -	\$ -	\$ -	\$ -	\$ 379,243	\$ -	\$ -	\$ -	\$ 379,243
	Other (Investment & Bond Interest)	\$ 6,311	\$ 2,800	\$ 425	\$ 425	\$ 425	\$ 425	\$ 425	\$ 425	\$ 2,550
	Total Revenues	\$ 409,614	\$ 111,816	\$ 121,941	\$ 518,763	\$ 504,668	\$ 125,425	\$ 557,669	\$ 1,184,144	\$ 3,012,609
Expenses - 109 Fund										
	Tolt Ave CBD Improvements (RW)	\$ (160,653)	\$ (32,079)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Transfer-Out to 301: Tolt Ave CBD Improvements (CN)	\$ -	\$ -	\$ (250,000)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (250,000)
	Larson Avenue Connector (NE 40th to Entwistle St.)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (576,325)	\$ (1,411,625)	\$ (1,987,950)
	E Entwistle/NE 45th Sidewalk (329th to 332nd Ave - 880 LF)	\$ -	\$ -	\$ (75,280)	\$ (414,040)	\$ -	\$ -	\$ -	\$ -	\$ (489,320)
	McKinley Ave. Sidewalk (Eugene to Blanche St.)	\$ -	\$ -	\$ -	\$ -	\$ (433,420)	\$ -	\$ -	\$ -	\$ (433,420)
	Total Expenses	\$ (160,653)	\$ (32,079)	\$ (325,280)	\$ (414,040)	\$ (433,420)	\$ -	\$ (576,325)	\$ (1,411,625)	\$ (3,160,690)
Ending Cash Balance - 109 Traffic Impact			\$ 294,709	\$ 91,370	\$ 196,093	\$ 267,341	\$ 392,766	\$ 374,109	\$ 146,628	

Appendix A-I - Street Inventory

Alphabetical List

325TH AVE NE			Subtotal miles: 0.231
ENTWISTLE ST to CUL-DE-SAC	72	2023 Crack sealing	Cascade View (Cheve)
NE 42ND ST to NE 40TH ST	77	2019 Crack sealing	Swiftwater
325TH AVE NE/NE 46TH PL			Subtotal miles: 0.213
ENTWISTLE ST to CUL-DE-SAC	77	2023 Crack sealing	Carnation Meadows
326TH AVE NE			Subtotal miles: 0.602
ENTWISTLE ST to NE 40TH ST	77	2018 Crack sealing	Swiftwater
NE 47TH ST to NE 50TH ST	95	2021 Crack sealing	Brumbaugh's
NE 50TH STREET to CUL-DE-SAC	72	2021 Crack sealing	Carnation Meadows II
327TH AVE NE			Subtotal miles: 0.458
NE 47TH ST to NE 50TH ST	95	2021 Crack sealing	Brumbaugh's
NE 50TH ST TO CUL-DE-SAC	95	2022 Crack sealing	The Estates at SVT
327TH PL NE			Subtotal miles: 0.109
CUL-DE-SAC to CUL-DE-SAC	77	2019 Crack sealing	Swiftwater
328TH AVE NE			Subtotal miles: 0.118
NE 47TH ST to NE 50TH ST	95	2021 Crack sealing	Brumbaugh's
329TH AVE NE			Subtotal miles: 0.202
ENTWISTLE ST to NE 40TH PLACE	72	2018 Crack sealing	Swiftwater
332ND AVE NE			Subtotal miles: 0.2
ENTWISTLE TO SOUTH END	100	2023 Crack sealing	Tolt Meadows

Appendix A-I - Street Inventory

Alphabetical List

333RD AVE NE			Subtotal miles: 0.19
ENTWISTLE TO SOUTH END	100	2023 Crack sealing	Brooktree
334TH AVE NE			Subtotal miles: 0.138
ENTWISTLE ST to NE 42ND ST	72	2019 Crack sealing	River's Edge
336TH AVE NE			Subtotal miles: 0.167
ENTWISTLE ST to NE 42ND ST	72	2019 Crack sealing	River's Edge
51ST ST			Subtotal miles: 0.2
52ND ST TO 327TH AVE NE	100	2022 Crack sealing	The Estates at SVT
BAGWELL ST			Subtotal miles: 0.09
MILWAUKEE AVE to SPILMAN AVE	95	2021 Crack sealing	Tolt
BIRD ST			Subtotal miles: 0.281
MILWAUKEE AVE to COMMERCIAL ST	36	2023 Reconstruction	Tolt
STEPHENS AVE to STEWART AVE	72	2020 Crack sealing	Tolt
BIRD ST (Festival Street)			Subtotal miles: 0.107
STOSSEL ST to TOLT AVE	56	Future Reconstruction	Tolt
TOLT AVE to STEPHENS AVE	52	2021 Storm Facility 2023 Chipseal Future Reconstruction	Tolt
BLANCHE ST			Subtotal miles: 0.158
STOSSEL ST to TOLT AVE	86	2020 Crack sealing	Tolt Replat
COMMERCIAL ST			Subtotal miles: 0.353
ENTWISTLE ST to STOSSEL ST	68	2024 Crack sealing	Tolt
STEPHENS AVE to STEWART AVE	81	2024 Crack sealing	Tolt
TOLT AVE to STEPHENS ST	54	2023 Chip Seal	Tolt
TOLT AVE to STOSSEL ST	63	2024 Crack sealing	Tolt

Appendix A-1 - Street Inventory

Alphabetical List

ENTWISTLE ST			Subtotal miles: 1.67
326TH ST to 329TH AVE NE	54	2023 Crack sealing 2026 Overlay	Arterial/Collector
329TH ST to 334TH AVE NE	68	2023 Crack sealing	Arterial/Collector
334TH ST to 336TH AVE NE	68	2023 Crack sealing	Arterial/Collector
SPILMAN AVE to 326TH AVE	54	2023 Crack sealing 2026 Overlay	Arterial/Collector
STOSSEL AVE to SPILMAN AVE	100	2022 Crack sealing	Arterial/Collector
TOLT AVE to LARSON AVE	95	2020 Crack sealing	Arterial/Collector
TOLT AVE to STOSSEL AVE	95	2021 Crack sealing	Arterial/Collector
EUGENE ST			Subtotal miles: 0.13
MCKINLEY AVE to STOSSEL AVE	95	2020 Crack sealing	Tolt Replat
TOLT AVE to MCKINLEY AVENUE	95	2020 Storm Facility 2020 Crack sealing	Tolt Replat
KING CT			Subtotal miles: 0.128
REGAL ST to CUL-DE-SAC	54	2022 Crack sealing 2025 Overlay	Regal Glen
LARSON AVE			Subtotal miles: 0.05
W ENTWISTLE ST to SOUTH END	95	2020 Crack sealing	Arterial/Collector
MCKINLEY AVE			Subtotal miles: 0.246
BLANCHE ST to MYRTLE ST	86	2020 Crack sealing	Tolt Replat
EUGENE ST to ENTWISTLE ST	95	2020 Crack sealing	Tolt Replat
MYRTLE ST to EUGENE ST	86	2020 Crack sealing	Tolt Replat
MILWAUKEE AVE			Subtotal miles: 0.249
ENTWISTLE ST to NE 50TH ST	68	2022 Crack Sealing	Tolt

Appendix A-1 - Street Inventory

Alphabetical List

MORRISON ST			Subtotal miles: 0.439
SPILMAN AVE to MILWAUKEE AVE	100	2024 Crack sealing	Tolt
TOLT AVE to SPILMAN AVE	100	2024 Crack sealing	Tolt
TOLT AVE to STEWART AVE	100	2024 Crack sealing	Tolt
MYRTLE ST			Subtotal miles: 0.159
TOLT AVE to STOSSEL ST	60	2023 Overlay	Tolt Replat
NE 40TH CIRCLE			Subtotal miles: 0.055
329TH AVE NE to CUL-DE-SAC	77	2019 Crack sealing	Swiftwater
NE 40TH PLACE			Subtotal miles: 0.093
329TH AVE NE to CUL-DE-SAC	77	2019 Crack sealing	Swiftwater
NE 40TH ST			Subtotal miles: 0.26
325TH AVE NE to 326TH AVE NE	77	2019 Crack sealing	Swiftwater
PAVEMENT CHANGE to PARK ENTRANCE	44	2026 Overlay	Arterial/Collector
TOLT AVE to PAVEMENT CHANGE	48	2026 Reconstruction	Arterial/Collector
NE 42ND PLACE			Subtotal miles: 0.086
329TH AVE NE to CUL-DE-SAC	77	2019 Crack sealing	Swiftwater
NE 42ND ST			Subtotal miles: 0.446
325TH AVE NE to 329TH AVE NE	77	2019 Crack sealing	Swiftwater
333RD AVE to 332ND AVE NE	100	2023 Crack sealing	Brooktree
333RD AVE to EAST END	100	2023 Crack sealing	Brooktree
334TH AVE NE to 336TH AVE NE	72	2019 Crack sealing	River's Edge
NE 43RD CIRCLE			Subtotal miles: 0.05
329TH AVE NE to CUL-DE-SAC	77	2019 Crack sealing	Swiftwater

Appendix A-1 - Street Inventory

Alphabetical List

NE 43RD PLACE			Subtotal miles: 0.143
329TH AVE NE to CUL-DE-SAC	77	2019 Crack sealing	Swiftwater
334TH AVE NE to CUL-DE-SAC	72	2019 Crack sealing	River's Edge
NE 47TH ST			Subtotal miles: 0.059
326TH AVE NE to 327TH AVE NE	52	half street (30')	Brumbaugh's
NE 50TH ST			Subtotal miles: 0.333
326TH AVE NE to 328TH AVE NE	90	2021 Crack sealing	Arterial/Collector
326TH AVE NE to MILWAUKEE AVE	90	2021 Crack sealing	Arterial/Collector
328TH AVE NE to EAST END	100	2022 Crack sealing	Arterial/Collector
PALACE CT			Subtotal miles: 0.029
REGAL ST to CUL-DE-SAC	45	2022 Crack sealing 2025 Overlay	Regal Glen
QUEEN CT			Subtotal miles: 0.042
REGAL ST to CUL-DE-SAC	54	2022 Crack sealing 2025 Overlay	Regal Glen
REGAL ST			Subtotal miles: 0.357
STOSSEL ST to ENTWISTLE ST	86	2022 Crack sealing	Regal Glen
REGENCY PLACE			Subtotal miles: 0.041
REGAL ST to CUL-DE-SAC	50	2022 Crack sealing 2025 Overlay	Regal Glen
REITZE ST			Subtotal miles: 0.219
MILWAUKEE AVE to STOSSEL ST	40	2025 Reconstruction	Tolt
ROYAL CT			Subtotal miles: 0.05
REGAL ST to CUL-DE-SAC	45	2022 Crack sealing 2025 Overlay	Regal Glen

Appendix A-I - Street Inventory

Alphabetical List

RUTHERFORD ST			Subtotal miles:	0.42
SPILMAN AVE to MILWAUKEE AVENUE	95	2021 Crack sealing		Tolt
STOSSEL ST to SPILMAN AVE	95	2021 Crack sealing		Tolt
TOLT AVE to STEWART AVE	40	2020 Storm Facility 2024 Reconstruction		Tolt
TOLT AVE to STOSSEL ST	95	2021 Crack sealing		Tolt
SPILMAN AVE			Subtotal miles:	0.457
E BIRD ST to MORRISON STREET	95	2021 Crack sealing		Tolt
ENTWISTLE ST to E BIRD ST	95	2021 Crack sealing		Tolt
MORRISON STREET to SCHOOL	54	2021 Crack sealing		Tolt
STEPHENS AVE			Subtotal miles:	0.345
BIRD ST to COMMERCIAL ST	72	2024 Crack sealing 2027 Overlay		Tolt
COMMERCIAL ST to MORRISON ST	63	2020 Crack sealing 2027 Overlay		Tolt
WEST ENTWISTLE to BIRD ST	54	2024 Crack sealing 2027 Overlay		Tolt
STEWART ST			Subtotal miles:	0.245
COMMERCIAL ST to MORRISON ST	90	2020 Crack sealing		Tolt
COMMERCIAL ST to WEST ENTWISTLE	77	2020 Crack sealing		Tolt
STOSSEL ST			Subtotal miles:	0.455
COMMERCIAL ST to RUTHERFORD ST	54	2024 Overlay		Tolt
ENTWISTLE ST to COMMERCIAL ST	52	2024 Overlay		Tolt
MYRTLE ST to BLANCHE ST	95	2020 Crack sealing		Tolt Replat
MYRTLE ST to EAST ENTWISTLE ST	95	2020 Crack sealing		Tolt Replat
Total Miles:				11.073

Appendix A-2 - Street Inventory

Listed by Plat

			Notes	2018 PCR
Arterial/Collector			Subtotal miles:	2.253
ENTWISTLE ST	326TH ST to 329TH AVE NE		2023 Crack sealing 2026 Overlay	54
ENTWISTLE ST	329TH ST to 334TH AVE NE		2023 Crack sealing	68
ENTWISTLE ST	334TH ST to 336TH AVE NE		2023 Crack sealing	68
ENTWISTLE ST	SPILMAN AVE to 326TH AVE		2023 Crack sealing 2026 Overlay	54
ENTWISTLE ST	STOSSEL AVE to SPILMAN AVE		2022 Crack sealing	100
ENTWISTLE ST	TOLT AVE to LARSON AVE		2020 Crack sealing	95
ENTWISTLE ST	TOLT AVE to STOSSEL AVE		2021 Crack sealing	95
LARSON AVE	W ENTWISTLE ST to SOUTH END		2020 Crack sealing	95
NE 40TH ST	PAVEMENT CHANGE to PARK ENTRANCE		2026 Overlay	44
NE 40TH ST	TOLT AVE to PAVEMENT CHANGE		2026 Reconstruction	48
NE 50TH ST	326TH AVE NE to 328TH AVE NE		2021 Crack sealing	90
NE 50TH ST	326TH AVE NE to MILWAUKEE AVE		2021 Crack sealing	90
NE 50TH ST	328TH AVE NE to EAST END		2022 Crack sealing	100
Brooktree			Subtotal miles:	0.24
333RD AVE NE	ENTWISTLE TO SOUTH END		2023 Crack sealing	100
NE 42ND ST	333RD AVE to 332ND AVE NE		2023 Crack sealing	100
NE 42ND ST	333RD AVE to EAST END		2023 Crack sealing	100
Brumbaugh's			Subtotal miles:	0.413
326TH AVE NE	NE 47TH ST to NE 50TH ST		2021 Crack sealing	95
327TH AVE NE	NE 47TH ST to NE 50TH ST		2021 Crack sealing	95
328TH AVE NE	NE 47TH ST to NE 50TH ST		2021 Crack sealing	95
NE 47TH ST	326TH AVE NE to 327TH AVE NE		half street (30')	52
Carnation Meadows			Subtotal miles:	0.213
325TH AVE NE/NE 46TH PL	ENTWISTLE ST to CUL-DE-SAC		2023 Crack sealing	77

Appendix A-2 - Street Inventory

Listed by Plat

Notes

2018 PCR

Carnation Meadows II	Subtotal miles:	0.12
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326TH AVE NE	NE 50TH STREET to CUL-DE-SAC	2021 Crack sealing	72
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Cascade View (Cheve)	Subtotal miles:	0.111
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325TH AVE NE	ENTWISTLE ST to CUL-DE-SAC	2023 Crack sealing	72
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Regal Glen	Subtotal miles:	0.647
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KING CT	REGAL ST to CUL-DE-SAC	2022 Crack sealing 2025 Overlay	54
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PALACE CT	REGAL ST to CUL-DE-SAC	2022 Crack sealing 2025 Overlay	45
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QUEEN CT	REGAL ST to CUL-DE-SAC	2022 Crack sealing 2025 Overlay	54
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REGAL ST	STOSSEL ST to ENTWISTLE ST	2022 Crack sealing	86
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REGENCY PLACE	REGAL ST to CUL-DE-SAC	2022 Crack sealing 2025 Overlay	50
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ROYAL CT	REGAL ST to CUL-DE-SAC	2022 Crack sealing 2025 Overlay	45
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River's Edge	Subtotal miles:	0.479
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334TH AVE NE	ENTWISTLE ST to NE 42ND ST	2019 Crack sealing	72
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336TH AVE NE	ENTWISTLE ST to NE 42ND ST	2019 Crack sealing	72
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NE 42ND ST	334TH AVE NE to 336TH AVE NE	2019 Crack sealing	72
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NE 43RD PLACE	334TH AVE NE to CUL-DE-SAC	2019 Crack sealing	72
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Swiftwater	Subtotal miles:	1.504
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325TH AVE NE	NE 42ND ST to NE 40TH ST	2019 Crack sealing	77
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326TH AVE NE	ENTWISTLE ST to NE 40TH ST	2018 Crack sealing	77
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327TH PL NE	CUL-DE-SAC to CUL-DE-SAC	2019 Crack sealing	77
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329TH AVE NE	ENTWISTLE ST to NE 40TH PLACE	2018 Crack sealing	72
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NE 40TH CIRCLE	329TH AVE NE to CUL-DE-SAC	2019 Crack sealing	77
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NE 40TH PLACE	329TH AVE NE to CUL-DE-SAC	2019 Crack sealing	77
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NE 40TH ST	325TH AVE NE to 326TH AVE NE	2019 Crack sealing	77
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NE 42ND PLACE	329TH AVE NE to CUL-DE-SAC	2019 Crack sealing	77
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Appendix A-2 - Street Inventory

Listed by Plat

		Notes	2018 PCR
NE 42ND ST	325TH AVE NE to 329TH AVE NE	2019 Crack sealing	77
NE 43RD CIRCLE	329TH AVE NE to CUL-DE-SAC	2019 Crack sealing	77
NE 43RD PLACE	329TH AVE NE to CUL-DE-SAC	2019 Crack sealing	77
The Estates at SVT			Subtotal miles: 0.54
327th AVE NE	NE 50TH ST TO CUL-DE-SAC	2022 Crack sealing	95
51ST ST	52ND ST TO 327TH AVE NE	2022 Crack sealing	100
Tolt			Subtotal miles: 3.43
BAGWELL ST	MILWAUKEE AVE to SPILMAN AVE	2021 Crack sealing	95
BIRD ST	MILWAUKEE AVE to COMMERCIAL ST	2023 Reconstruction	36
BIRD ST	STEPHENS AVE to STEWART AVE	2020 Crack sealing	72
BIRD ST (Festival Street)	STOSSEL ST to TOLT AVE	Future Reconstruction	56
BIRD ST (Festival Street)	TOLT AVE to STEPHENS AVE	2021 Storm Facility 2023 Chipseal Future Reconstruction	52
COMMERCIAL ST	ENTWISTLE ST to STOSSEL ST	2024 Crack sealing	68
COMMERCIAL ST	STEPHENS AVE to STEWART AVE	2024 Crack sealing	81
COMMERCIAL ST	TOLT AVE to STEPHENS ST	2023 Chip Seal	54
COMMERCIAL ST	TOLT AVE to STOSSEL ST	2024 Crack sealing	63
MILWAUKEE AVE	ENTWISTLE ST to NE 50TH ST	2022 Crack Sealing	68
MORRISON ST	SPILMAN AVE to MILWAUKEE AVE	2024 Crack sealing	100
MORRISON ST	TOLT AVE to SPILMAN AVE	2024 Crack sealing	100
MORRISON ST	TOLT AVE to STEWART AVE	2024 Crack sealing	100
REITZE ST	MILWAUKEE AVE to STOSSEL ST	2025 Reconstruction	40
RUTHERFORD ST	SPILMAN AVE to MILWAUKEE AVENUE	2021 Crack sealing	95
RUTHERFORD ST	STOSSEL ST to SPILMAN AVE	2021 Crack sealing	95
RUTHERFORD ST	TOLT AVE to STEWART AVE	2020 Storm Facility 2024 Reconstruction	40
RUTHERFORD ST	TOLT AVE to STOSSEL ST	2021 Crack sealing	95
SPILMAN AVE	E BIRD ST to MORRISON STREET	2021 Crack sealing	95
SPILMAN AVE	ENTWISTLE ST to E BIRD ST	2021 Crack sealing	95
SPILMAN AVE	MORRISON STREET to SCHOOL	2021 Crack sealing	54

Appendix A-2 - Street Inventory

Listed by Plat

		Notes	2018 PCR
STEPHENS AVE	BIRD ST to COMMERCIAL ST	2024 Crack sealing 2027 Overlay	72
STEPHENS AVE	COMMERCIAL ST to MORRISON ST	2020 Crack sealing 2027 Overlay	63
STEPHENS AVE	WEST ENTWISTLE to BIRD ST	2024 Crack sealing 2027 Overlay	54
STEWART ST	COMMERCIAL ST to MORRISON ST	2020 Crack sealing	90
STEWART ST	COMMERCIAL ST to WEST ENTWISTLE	2020 Crack sealing	77
STOSSEL ST	COMMERCIAL ST to RUTHERFORD ST	2024 Overlay	54
STOSSEL ST	ENTWISTLE ST to COMMERCIAL ST	2024 Overlay	52
Tolt Meadows			Subtotal miles: 0.2
332ND AVE NE	ENTWISTLE TO SOUTH END	2023 Crack sealing	100
Tolt Replat			Subtotal miles: 0.923
BLANCHE ST	STOSSEL ST to TOLT AVE	2020 Crack sealing	86
EUGENE ST	MCKINLEY AVE to STOSSEL AVE	2020 Crack sealing	95
EUGENE ST	TOLT AVE to MCKINLEY AVENUE	2020 Storm Facility 2020 Crack sealing	95
MCKINLEY AVE	BLANCHE ST to MYRTLE ST	2020 Crack sealing	86
MCKINLEY AVE	EUGENE ST to ENTWISTLE ST	2020 Crack sealing	95
MCKINLEY AVE	MYRTLE ST to EUGENE ST	2020 Crack sealing	86
MYRTLE ST	TOLT AVE to STOSSEL ST	2023 Overlay	60
STOSSEL ST	MYRTLE ST to BLANCHE ST	2020 Crack sealing	95
STOSSEL ST	MYRTLE ST to EAST ENTWISTLE ST	2020 Crack sealing	95
			Total Miles: 11.073



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 policies 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.

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- 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

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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, 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.

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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:

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- 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

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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

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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.

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- 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

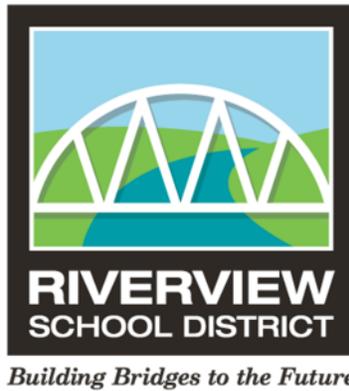
To encourage pedestrian and bicycle transportation modes by providing a comprehensive system of walkways and trails that links residential areas to each other and to needed services. In addition to promoting non-motorized trips within the City, the trail system should be designed to provide for the recreational, 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.

RIVERVIEW SCHOOL DISTRICT NO. 407
2020
CAPITAL FACILITIES PLAN



BOARD OF DIRECTORS

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RIVERVIEW SCHOOL DISTRICT NO. 407

2020-2024 SIX- YEAR CAPITAL FACILITIES PLAN

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For information about this plan, call the Riverview School District Business Office
(425) 844.4505

SECTION 1 -- INTRODUCTION

Purpose of the Capital Facilities Plan

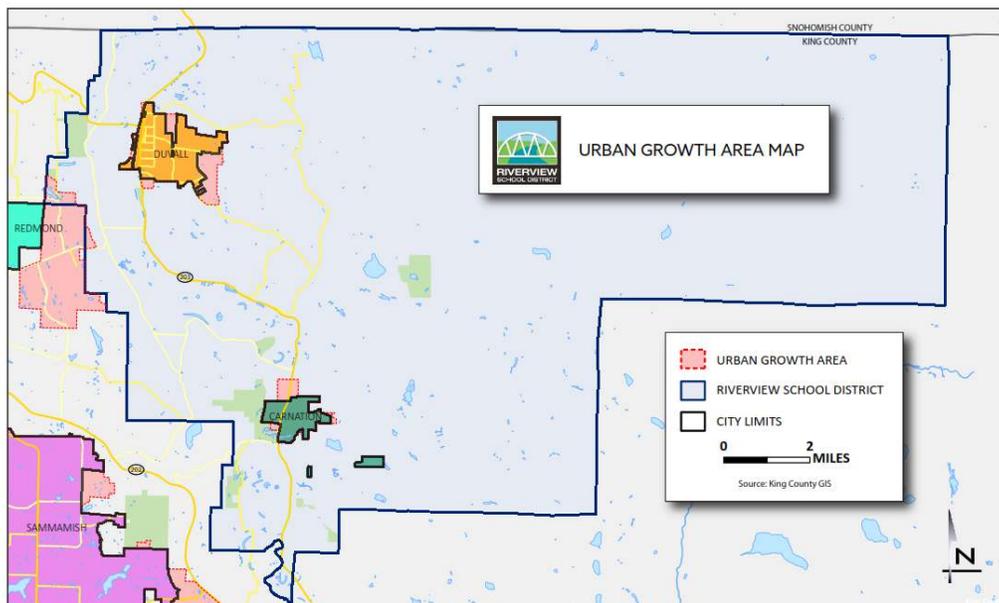
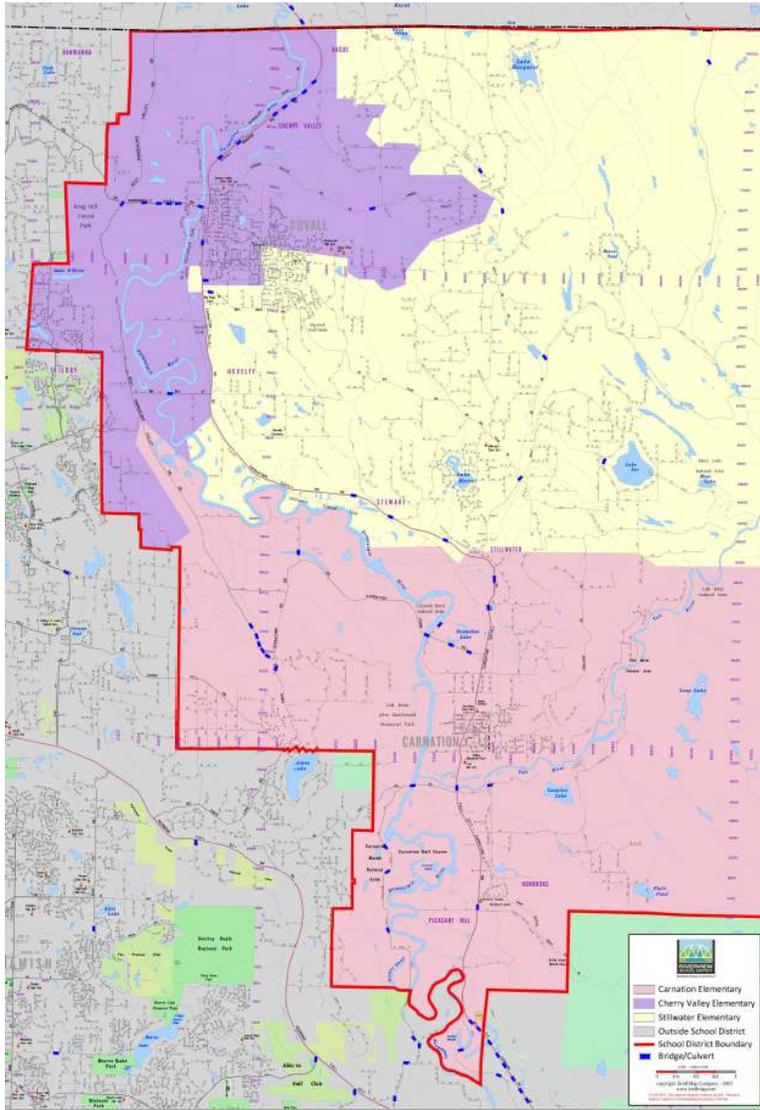
Presented herein, in conformance with the Growth Management Act and local county and municipal codes is the Capital Facilities Plan (CFP) of the Riverview School District.

This Capital Facilities Plan is intended to provide the City of Carnation, the City of Duvall, King County, other jurisdictions, and our own community with a description of facilities needed to accommodate projected student enrollment at acceptable levels of service over the next six years (2020-2026).

The Growth Management Act also requires reassessment of the land use element of local comprehensive plans if probable funding falls short of meeting existing needs, and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. This Capital Facilities Plan is intended to provide local jurisdictions with information on the school district's ability to accommodate projected population and enrollment demands anticipated through implementation of various comprehensive plan land use alternatives. The role of impact fees in funding school construction is addressed in Section 8 of this report.

Overview of the Riverview School District

The Riverview School District services three jurisdictions: King County, the City of Carnation, and the City of Duvall. The district is 250 square miles and is located in northeast King County serving the Lower Snoqualmie Valley from the King/Snohomish County line south approximately 16 miles, and from the western ridge of the valley to the cascade foothills. The district currently serves an enrollment headcount of approximately 3,268 students, with three elementary schools, one middle school, one high school, three alternative high school programs, one alternative elementary school program, and a K-12 alternative parent partnership program. The grade configuration is kindergarten through fifth grade for elementary school, sixth through eighth for middle school, and ninth through twelfth for high school. Four of the alternative programs are housed at the Riverview Learning Center in Carnation.



SECTION 2 -- STUDENT ENROLLMENT TRENDS AND PROJECTIONS

Projected Student Enrollment 2020-2026

Enrollment projections are most accurate for the initial years of the forecast period. For later years, the review of enrollment patterns, housing trends, and other demographic changes are useful yearly indicators in evaluating and adjusting projections. This year's plan anticipates a 1% growth in student enrollment which is based on recent enrollment trends. Some of the trends are a result of: 1) transfers from private schools, 2) increases in kindergarten enrollment, 3) significant decreases in students attending school outside the district and 4) local growth in housing developments. Housing starts have increased in recent years and the district is experiencing slight enrollment growth. The City of Carnation estimates approximately 158 single family residences and 61 multi-family residences will be built in the next three years. Based on preliminary data from the City of Duvall, over 500 housing starts are expected within the upcoming five to six-year period and an additional 110 individual lots are expected to be created during that same period. Building homes on the additional lots is expected to occur after the current five-year term. In the event that enrollment growth slows, plans for new facilities can be delayed. It is much more difficult, however, to initiate new projects or speed projects up in the event that enrollment growth exceeds the projections.

The Riverview School District, like most school districts, projects enrollment using a modified "Cohort Survival" method combined with other enrollment factors, including local and surrounding housing growth. This method tracks groups of students through the K-12 system and notes and adjusts the projections to account for year-to-year changes, including local population growth.

Since the yearly figures for each grade are dependent on the previous year's grades, kindergarten projections are treated differently. Riverview projects its kindergarten enrollment based on historical kindergarten enrollment patterns and district enrollment growth patterns.

Table 2.1

Riverview School District Headcount Enrollment Projection

Grade	2019-20 Actual*	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
K	242	245	248	251	254	257	260
1	261	265	269	273	277	281	285
2	229	231	233	236	239	242	245
3	255	258	261	264	267	270	273
4	252	255	258	261	264	267	270
5	246	248	250	253	256	259	262
K-5	1,485	1,502	1,519	1,538	1,557	1,576	1,595
6	276	279	282	285	288	291	294
7	269	272	275	278	281	284	287
8	253	256	259	262	265	268	271
6-8	798	807	816	825	834	843	852
9	291	294	297	300	303	306	309
10	239	241	243	245	247	249	251
11	243	243	243	243	243	243	243
12	212	214	216	218	220	222	224
9-12	985	992	999	1,006	1,013	1,020	1,027
Total	3,268	3,301	3,334	3,369	3,404	3,439	3,474

* October Headcount. Growth rate of 1% with for variations at grades K, 1, 2, 11, 12

SECTION 3 -- DISTRICT STANDARD OF SERVICE

School facility and student capacity needs are dictated by the types and amounts of space required to accommodate the district's adopted educational program. The educational program standards which typically drive facility space needs include grade configuration, optimal facility size, optimal school enrollment size, class size, educational program offerings, classroom utilization and scheduling requirements, and use of portable classroom facilities.

In addition to factors which affect the amount of space required, government mandates, contractual requirements, and community expectations may affect how classroom space is used. For example, the state financed All-Day Kindergarten program and lower-class sizes for kindergarten through 3rd grade is creating the need for additional classrooms at the elementary level. Traditional educational programs offered by school districts are often supplemented by nontraditional or special programs such as special education, expanded bilingual education, remediation, migrant education, alcohol and drug education, preschool and daycare programs, home school, elementary art classrooms, music programs, movement programs, etc. These special or nontraditional educational programs can have a significant impact on the available student capacity of school facilities.

Special teaching stations and programs offered by the Riverview School District at specific school sites include:

Elementary:

- Art Classrooms
- Classroom Computers
- Group Activities Rooms
- Program for Academically Talented (Gifted/PAT)
- Special Education (The District attempts to integrate special education students and regular education students to as great an extent as possible. Most special education students are served both in a regular education classroom and a special education classroom.)
- Learning Assistance Program (LAP)
- English Language Learners (EL)
- Home School Alternative (PARADE)
- Preschool Education Program (ECEAP)
- Multi-Age (Eagle Rock /ERMA)

Secondary:

- Computer Labs
- Alternative (CLIP & CHOICE high school program)
- Special Education
- Learning Assistance Program (LAP)
- English Language Learners (EL)
- Career and Technical Education (CTE)
- School-to-Work

Variations in student capacity between schools are often a result of what special or nontraditional programs are offered at specific schools. These special programs require classroom space which can reduce the permanent capacity of some of the buildings housing these programs. Some students, for example, leave their regular classrooms for a short period of time to receive instruction in these special programs. Schools often require space modifications to accommodate special programs, and in some circumstances, these modifications may reduce the overall classroom capacities of the buildings.

The current Standard of Service data for Riverview, in terms of teaching station loading, is identified on Table 3.1. Class sizes are averages based on actual utilization as influenced by state funding and collective bargaining restrictions.

Riverview's Standard of Service also considers the different educational functions when considering student capacity needs. Those functions are as follows:

Elementary classrooms –

- regular, grades K-5
- self-contained learning center (special education)
- learning support classrooms (special education pullout, LAP, Title I, etc.)

Secondary –

- regular, grades 6-8
- special education, grades 6-8
- learning support, grades 6-8
- regular, grades 9-12
- learning support, grades 9-12 (special education pullout, LAP, Title I, etc.)

Involuntarily transferring students to a school with excess capacity is done rarely as a last resort and with Board of Directors' authorization. Involuntarily transferring of students can result in difficulties in the community, with staffing, and with transportation.

**Table 3.1
Riverview School District Standard of Service**

CLASS SIZE		Average
Elementary	Grade Level	
Regular	K	17
Regular	1	17
Regular	2	17
Regular	3	17
Regular	4	25
Regular	5	25
Regular	K-5 Weighted	19.7
Regular (portables)		24
Self-contained learning classrooms		12
Learning support classrooms		0
 Middle School		
Regular	6 - 8	27
Regular (portables)		24
Self-contained learning classrooms		12
Learning support classrooms		0
 High School		
Regular	9 - 12	27
Regular (portables)		24
Self-contained learning classrooms		12
Learning support classrooms		0
Vocational education		24

Note: The District has an additional 18 portable classrooms in its inventory that are used for special program purposes or district wide support and are not available for regular classroom needs.

SECTION 4 -- CAPITAL FACILITIES INVENTORY

Under the Growth Management Act, public entities are required to inventory existing capital facilities. Capital facilities are defined as any structure, improvement, and piece of equipment or other major asset, including land, which has a useful life of at least ten years. The purpose of the facilities inventory is to establish a baseline for determining what facilities will be required to accommodate student enrollment in the future at established levels of service. This section provides an inventory of capital facilities of the Riverview School District including site-built schools, portable classrooms, developed school sites, undeveloped land and support facilities. School facility capacity figures are based on the inventory of current facilities and the district's adopted educational program standards as presented in the previous section.

Schools

The Riverview School District currently operates 3 elementary schools (grades K-5), one middle school (grades 6-8), and one high school (grades 9-12). The district also provides the Eagle Rock Multi-age Program, an elementary alternative program, sited adjacent to the Cedarcrest High School campus. In addition, the district supports the following alternative programs housed in the Riverview Learning Center facility: CLIP alternative high school; CLEAR alternative high school; CHOICE alternative high school; and PARADE, a parent partnership program. ECEAP, a pre-school program, is housed again in yet another separate facility.

Individual school capacity has been determined using the number of teaching stations within each building and the space requirements of the district's adopted educational program. This capacity calculation is used to establish the district's baseline capacity and determine future capacity needs when considering projected student enrollment.

Classroom capacities have been determined for each school according to their usage. For the purpose of this Plan, classroom uses are: regular education, self-contained special-education, and learning support. The school facility inventory is summarized on Table 4.1. The current inventory of facilities indicates a permanent capacity of 2,865 students, with an additional 617 student capacity available in interim facilities (Table 5.1).

The School Board of the Riverview School District is committed to serving students at small schools. Evidence suggests that this practice has a significantly beneficial effect on student learning. Further, there are significant benefits to school culture and climate.

Table 4.1

Inventory of Permanent School Facilities and Related Program Capacity

2019-2020 School Year

ELEMENTARY LEVEL								
Facility	Address	Grade Span	Permanent Capacity*	2019-20 FTE Enrollment	Year Built	Last Remodel	Building Area (Sq. Ft.)	Site Size (Acres)
CARNATION ELEMENTARY	4950 Tolt Avenue Carnation, WA 98014	K thru 5	407	368	1960	2011	50,567	10.85
CHERRY VALLEY ELEMENTARY	26701 NE Cherry Valley Rd Duvall, WA 98019	K thru 5	397	499	1953	2011	54,779	10.34
STILLWATER ELEMENTARY	11530 320th Ave NE Carnation, WA 98014	K thru 5	372	519	1988	N/A	49,588	18.81
EAGLE ROCK MULTIAGE	29300 NE 150th Street Duvall, WA 98019	K thru 5	0	60	N/A	N/A	0	@ CHS
Total Elementary School			1176	1446				
MIDDLE SCHOOL LEVEL								
Facility	Address	Grade Span	Permanent Capacity*	2019-20 FTE Enrollment	Year Built	Last Remodel	Building Area (Sq. Ft.)	Site Size (Acres)
TOLT MIDDLE SCHOOL	3740 Tolt Avenue Carnation, WA 98014	6, 7 & 8	672	744	1964	2009	84,113	40.2
Total Middle School			672	744				
HIGH SCHOOL LEVEL								
Facility	Address	Grade Span	Permanent Capacity*	2019-20 FTE Enrollment	Year Built	Last Remodel	Building Area (Sq. Ft.)	Site Size (Acres)
CEDARCREST HIGH SCHOOL	29000 NE 150th Street Duvall, WA 98019	9 thru 12	849	904	1993	2009	108,755	42.85
Total High School			849	904				
ALTERNATIVE LEARNING CENTER								
Facility	Address	Grade Span	Permanent Capacity*	2019-20 FTE Enrollment	Year Built	Last Remodel	Building Area (Sq. Ft.)	Site Size (Acres)
RIVERVIEW LEARNING CENTER	32302 NE 50th Street Carnation, WA 98014	K thru 12**	168	174	2011	N/A	14,545	2.08
Total Alternative School			168	174				
TOTAL DISTRICT			2865	3268				

* Does not include capacity for special programs identified in Standards of Service Section

** CHOICE Program Grade Span 9 & 10; CLIP /CLEAR Program Grade Span 10-12; PARADE Program Grade Span K-12

SUPPORT FACILITIES		
Facility	Address	Building Area
Educational Service Center	15510 1st Ave NE Duvall, WA 98019	20,886
Information Technology Center	26531 NE Stella Street Duvall, WA 98019	1,421
Maintenance and Operations Center	4010 Stossel Avenue Carnation, WA 98014	7,855
Transportation Center	3944 320th NE Carnation, WA 98014	14,750

LAND		
Property	Address	Site Size
Big Rock Property	14110 268th Ave NE Duvall, WA 98019	5 Acres
150th Street Property 1*	29131 NE 150th Street Duvall, WA 98019	47.62 Acres
150th Street Property 2*	29201 NE 150th Street Duvall, WA 98019	10.19 Acres
* Pending Acquisition Projected Closing Date 7/1/2020		

SECTION 5 -- PROJECTED FACILITY NEEDS

Near-term Facility Needs

This Capital Facilities Plan has been organized to maintain adequate capacity of the District's facilities through the construction and/or expansion of permanent facilities. Table 5.1 is a summary by school level of projected enrollments, current capacities, and projected additional capacities. As demonstrated in the table, the district has permanent capacity needs at all grade levels. Due to the conversion to full day kindergarten and reduced elementary class sizes required in K-3, combined with current enrollment growth from new development, the District will face a need to plan for additional permanent capacity at the K-5 level. Some of those additional capacity needs will be addressed in the short-term with portable classrooms.

Relocatable (Portable) Classrooms

For the definition of relocatable and permanent facilities, see Section 2 of King County Code 21A.06.

As enrollment fluctuates, portables provide flexibility to accommodate immediate needs and interim housing. Because of this, all our school sites are planned to accommodate the potential of adding portables in order to address increasing capacity challenges. In addition, the use and need for portable will be balanced against program needs. Portables are not a solution for housing students on a permanent basis, and the District would like to continue to reduce the percentage of students that are housed in portable classrooms.

The cost of portables also varies widely based on the location, jurisdictional permitting requirements and intended use of the classrooms.

Table 5.1

School Enrollment and Capacity Projections 2019-20 through 2025-26

Elementary (K - 5)	2019-20 Actual*	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Projected enrollment	1,485	1,502	1,519	1,538	1,557	1,576	1,595
Capacity in permanent facilities	1,176	1,176	1,176	1,176	1,176	1,676	1,676
Added capacity new permanent	0	0	0	0	500	0	0
Total permanent capacity	1,176	1,176	1,176	1,176	1,676	1,676	1,676
Net Surplus or (Deficit) in Perm. Facilities	-309	-326	-343	-362	119	100	81
Capacity in Relocatables**	233	281	329	329	264	264	264
Number of Relocatables	24	26	27	27	23	23	23
Capacity with Relocatables	1,409	1,457	1,505	1,505	1,940	1,940	1,940
Net Surplus or (Deficit) in all Facilities	-76	-45	-14	-33	383	364	345

Middle School (6-8)	2019-20 Actual*	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Projected Enrollment	798	807	816	825	834	843	852
Capacity in permanent facilities	672	672	672	672	672	672	672
Added capacity new permanent	0	0	0	0	0	0	0
Total permanent capacity	672	672	672	672	672	672	672
Net Surplus or (Deficit) in Perm. Facilities	-126	-135	-144	-153	-162	-171	-180
Capacity in Relocatables	168	168	168	216	216	216	216
Number of Relocatables	8	8	8	9	9	9	9
Capacity with Relocatables	840	840	840	888	888	888	888
Net Surplus or (Deficit) in all Facilities	42	33	24	63	54	45	36

High School (9-12)	2019-20 Actual*	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Projected Enrollment	985	992	999	1,006	1,013	1,020	1,027
Capacity in permanent facilities	849	849	849	849	849	1,008	1,008
Added capacity new permanent	0	0	0	0	159	0	0
Total permanent capacity	849	849	849	849	1,008	1,008	1,008
Net Surplus or (Deficit) in Perm. Facilities	-136	-143	-150	-157	-5	-12	-19
Capacity in Relocatables	216	216	216	216	120	120	120
Number of Relocatables	9	9	9	9	5	5	5
Capacity with Relocatables	1,065	1,065	1,065	1,065	1,128	1,128	1,128
Net Surplus or (Deficit) in all Facilities	80	73	66	59	115	108	101

Surplus/Deficiency Capacity (K-12)	2019-20 Actual*	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
Projected Enrollment	3,268	3,301	3,334	3,369	3,404	3,439	3,474
Capacity in Permanent Facilities	2,697	2,697	2,697	2,697	3,197	3,356	3,356
Capacity in Perm. Facil. and Relocatables	3,314	3,362	3,410	3,458	3,956	3,956	3,956
Surplus Capacity with Relocatables	46	61	76	89	552	517	482
Surplus Capacity without Relocatables	-571	-604	-637	-672	-207	-83	-118

* thru 5/2020

**Relocatables (Portables) older Relocatables are single unit with capacity of 24, new Relocatables are double units with capacity of 48; calculations done in per unit increments

SECTION 6 - CAPITAL FACILITIES FINANCING PLAN

Funding of school facilities is typically secured from a number of sources including voter-approved bonds, voter approved levies, state matching funds, impact fees, and mitigation payments. Each of these funding sources is discussed below.

General Obligation Bonds

Bonds are typically used to fund construction of new schools and other capital improvement projects. A 60% voter approval is required to pass a bond issue. Bonds are sold as necessary to generate revenue. They are retired through collection of property taxes. Riverview was unable to pass the most recent bond measure ran in February of 2020, but the school board is preparing a new proposal to submit to voters if feasible in 2021.

Capital Projects Levies

Capital Projects Levies are typically used to fund small construction projects and other capital improvements or acquisitions. A simple majority of voter approval is required to pass a levy. Money comes to the district through the collection of property taxes. The district passed a four-year capital improvement levy in February of 2018 for the upgrade of technology assets including new computers, upgrades to the network infrastructure, and software. In addition, the levy supports other capital improvements including the acquisition of sites and portables. The district is planning to run another levy in February of 2022.

State Financial Assistance

State School Construction Assistance funds come from the Common School Construction Fund. The State deposits revenue from the sale of renewable resources from State school lands set aside by the Enabling Act of 1889 into the Common School Account. If these sources are insufficient to meet needs, the Legislature can appropriate General Obligation Bond funds or the Superintendent of Public Instruction can prioritize projects for funding. School districts may qualify for State School Construction Assistance funds for specific capital projects based on a prioritization system.

State matching funds can be applied to school construction projects only. Site acquisition and improvements are not eligible to receive matching funds from the state. Because availability of state matching funds has not kept pace with the rapid enrollment growth occurring in many of Washington's school districts, matching funds from the State may not be received by a school district until two to three years after a matched project has been completed. In such cases, the district must "front fund" a project. That is, the district must finance the complete project with local funds.

Impact Fees

Impact fees have been adopted by a number of jurisdictions as a means of supplementing traditional funding sources for construction of public facilities needed to accommodate new development. Impact fees are generally collected on new residential construction by the permitting agency at the time of final plat approval or when building permits are issued.

Budget and Financing Plan

The Financing Plan below demonstrates how the Riverview School District plans to finance improvements for the years of 2020-2026. The financing of additional portables are planned though secured funding (via the current approved levy measure). The district anticipates asking its voters to approve a bond measure to fund a new K-5 elementary, high school addition/remodel and security updates. Subject to Board approval, this proposal is expected to be on the ballot if feasible in 2021.

2019 Financing Plan

Facility:	Estimated Cost:	Secured Sources of Funds			Unsecured Source of Funds		
		Bond/Local	State Match*	Impact Fees	Bond/Local	State Match*	Impact Fees
New K-5 Elementary*	\$ 53,466,000.00				\$ 53,466,000.00		TBD
Cedarcrest High School Addition*	\$ 10,430,545.00				\$ 7,930,545.00	\$ 2,500,000.00	TBD
Tolt Middle School Modernization	\$ 5,077,000.00				\$ 5,077,000.00		
Major Facility Maintenance	\$12,630,000.00	\$ 2,500,000.00			\$ 10,130,000.00		
Technology Upgrades	\$ 4,000,000.00	\$ 4,000,000.00					
Security Upgrades	\$ 12,450,000.00	\$ 500,000.00			\$ 11,950,000.00		
Portable Classrooms*	\$ 1,500,000.00	\$ 500,000.00		\$ 1,000,000.00			TBD

Listed here are estimated total project costs that have not been formally bid

*Additional Permanent Capacity Related Projects

** Please note that only construction costs are used in the calculation of school impact fees:

New K-5 Elementary: New Construction Costs: \$34,945,000 Soft Costs \$18,521,000

Cedarcrest High School Addition: New Construction Addition: \$6,725,175 Soft Costs \$3,705,370

SECTION 7 -- IMPACT FEES

School Impact Fees Under the Washington State Growth Management Act

The Growth Management Act (GMA) authorizes jurisdictions to collect impact fees to supplement funding of additional public facilities needed to accommodate new development. Impact fees cannot be used for the operation, maintenance, repair, alteration, or replacement of existing capital facilities used to meet existing service demands. The calculation contained in this Plan yields impact fees to be collected during calendar year 2020.

Methodology and Variables Used to Calculate School Impact Fees

Impact fees are calculated based on the district's estimated cost per new dwelling unit to purchase land for school sites, make site improvements, construct schools and purchase/install temporary facilities (portables).

Student Factors

The student factor (or student generation rate), a significant factor in determining impact fees, is the average number of students generated by each housing type - single-family dwellings and multiple-family dwellings.

The District was unable to obtain sufficient permit data to calculate its own student generation factors; it instead chose to use generation rates representative of unweighted averages based on neighboring school districts. In accordance with KCC 21A.06.1260, the definition for student factor, when such information is not available in the district, is the data from adjacent districts, districts with similar demographics, or countywide averages.

Table 8.1 and 8.2 set forth those student factors and the Impact fee schedule.

**Table 7.1
2020 Composite Student Generation Rates**

Single Family Dwelling Units:

	Auburn	Federal Way	Issaquah	Lake Washington	Northshore	Average
Elementary	0.250	0.181	0.394	0.370	0.328	0.305
Middle	0.131	0.069	0.189	0.153	0.108	0.130
High	0.152	0.099	0.185	0.147	0.101	0.137
Total	0.533	0.349	0.768	0.670	0.537	0.572

Multi-Family Dwelling Units:

	Auburn	Federal Way*	Issaquah	Lake Washington	Northshore	Average
Elementary	0.433	0.506	0.226	0.082	0.052	0.198
Middle	0.185	0.252	0.107	0.035	0.019	0.087
High	0.175	0.252	0.128	0.033	0.014	0.088
Total	0.793	1.010	0.461	0.151	0.085	0.373

**For purposes of the MF student generation rates, the FWSD figures are for information only and not used to calculate the MF average.*

The impact fee calculations in accordance with the formulas applicable to each jurisdiction are shown below:

Table 7.2
Impact Fee Schedule - City of Carnation and Duvall

Housing Type	Impact Fee per Unit
Single-family	\$13,931
Multi-family	\$9,942

Impact Fee Schedule - King County

Housing Type	Impact Fee per Unit
Single-family	\$9,288
Multi-family	\$6,628

- (1) The District's student generation rates are based on a selected school district average as provided for in King County Ordinances.

Table 7.3
SCHOOL IMPACT FEE CALCULATIONS

DISTRICT: Riverview School District #407
 YEAR: 2019
 JURISDICTION: King County, Cities of Carnation and Duvall

School Site Acquisition Cost:

Acres x Cost per Acre / Facility Capacity x Student Generation Factor

	Facility Acreage	Cost/ Acre	Facility Capacity	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary	0.0	\$0	0	0.305	0.198	\$0.00	\$0.00
Middle	0.0	\$0	0	0.130	0.087	\$0.00	\$0.00
Senior	0.0	\$0	0	0.137	0.088	\$0.00	\$0.00
TOTAL		\$0	0			\$0.00	\$0.00

School Construction Cost

Facility Cost / Facility Capacity x Student Generation Factor x Permanent/Total Sq. Ft

	% Perm/ Total Sq/Ft	Facility Cost	Facility Capacity	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary	93.27%	\$34,945,000	500	0.305	0.198	\$19,881.85	\$12,906.91
Middle	93.27%	\$0	0	0.130	0.087	\$0.00	\$0.00
Senior	93.27%	\$6,725,175	159	0.137	0.088	\$5,404.67	\$3,471.61
TOTAL		\$41,670,175	659			\$25,286.52	\$16,378.52

Table 8.3 continued

Temporary Facility Costs

Facility Cost / Facility Capacity x Student Generation Factor x Temporary/Total Sq. Ft

	%Temp/ Total Sq/Ft	Facility Cost	Facility Capacity	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary	6.48%	\$500,000	48	0.305	0.198	\$205.88	\$133.65
Middle	6.48%	\$500,000	48	0.130	0.087	\$87.75	\$58.73
Senior	6.48%	\$500,000	48	0.137	0.088	\$92.48	\$0.00
TOTAL		\$1,500,000	144			\$386.11	\$192.38

State Matching Credit

Boeckh Index x SPI Square Footage x District Match % x Student Factor

	Boeckh Index	SPI Footage	State Match %	Student Factor SFR	Student Factor MFR	Cost/ SFR	Cost/ MFR
Elementary	\$238.22	0	0.0%	0.305	0.198	\$0.00	\$0.00

Middle	\$238.22	0	0.0%	0.130	0.087	\$0.00	\$0.00
Senior	\$238.22	130	44.1%	0.137	0.088	\$1,871.03	\$1,201.83
TOTAL						\$1,871.03	\$1,201.83

Tax Payment Credit:	SFR	MFR
Average Assessed Value	\$616,569	\$ 249,260.74
Capital Bond Interest Rate (Bond Payer's Index)	2.44%	2.44%
Years Amortized	10	10
Property Tax Bond Rate	0.9656	0.9656
Present Value of Revenue Stream	\$5,226.81	\$2,113.05

Fee Summary	Single Family	Multiple Family
Site Acquisition Cost	\$0	\$0
Permanent Facility Cost	\$25,287	\$16,379
Temporary Facility Cost	\$386	\$192
State Match Credit	(\$1,871.03)	(\$1,201.83)
Tax Payment Credit	(\$5,226.81)	(\$2,113.05)
FEE (AS CALCULATED)	\$18,575.16	\$13,256.12
25% FEE for Cities (AS DISCOUNTED)	\$4,643.79	\$3,314.03
FINAL City of Carnation and Duvall FEE	\$13,931.37	\$9,942.09
FEE (AS CALCULATED)	\$18,575.16	\$13,256.12
50% FEE for King County (AS DISCOUNTED)	\$9,287.58	\$6,628.06
FINAL King County FEE	\$9,287.58	\$6,628.06

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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

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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

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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.

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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.

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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 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 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	407	0	407
Stillwater Elementary (K-5)	11530 320th Avenue NE, Carnation	49,588	372	0	372
Cherry Valley Elementary (K-5)	26701 N.E. Cherry Valley Road, Duvall	54,779	397	0	397
Multi-Age Program (K-5)	29300 NE 150th Street, Duvall	0 (@CHS site)	0	0	0
SUBTOTAL (K-5)			1,176	0	1,176
Tolt Middle School (6-8)	3740 Tolt Avenue, Carnation	84,113	672	0	672
Cedarcrest High School (9-12)	29000 NE 150th Street, Duvall	108,755	849	0	849

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Riverview Learning Center (K-12)	32302 NE 50 th St, Carnation	14,545	168	0	168
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Source: Riverview School District 2019 Capital Facilities Plan, Table 4.1

**Table CF-2
Riverview School District Projected School Enrollment
2020-21 through 2025-26**

Grade Level	Actual 2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
K-5	1,485	1,502	1,519	1,538	1,557	1,576	1,595
6-8	798	807	816	825	834	843	852
9-12	985	992	999	1,006	1,013	1,020	1,027
Total	3,268	3,301	3,334	3,369	3,404	3,439	3,474

Source: Riverview School District 2019 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. Thus, facilities may be listed by priority, with high priority projects being those to be undertaken first whenever possible, preferably the next budget year.

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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 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.

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

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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:

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

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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.

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.

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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.

Department of Health Water Drinking Water State Revolving Fund (DWSRF): Grants for upgrading existing water systems. The DWSRF is a federal/state partnership program

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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 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

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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 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.

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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 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

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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 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.

Table CF-4

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Transportation Improvement Plan 2015-2035

Project Name	Project Description	Estimated 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.	\$9,337,092	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/stripping. A parking lane could be replaced with two bicycle lanes or a sharrow 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/stripping.	\$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/stripping.	\$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/stripping.	\$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/stripping.	\$1,884,969	Yes
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

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Project Name	Project Description	Estimated Cost In 2019 Dollars	Capacity (LOS) Related
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
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.	\$489,320	No

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Project Name	Project Description	Estimated Cost in 2019 Dollars	Capacity (LOS) Related
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		\$36,551,911	

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.

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**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			

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	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 2020	2021	2022	2023	2024	2025	2026	Six-Year Period Total	Beyond 2026
	CP1	1	Toit Ave (SR203) Central Business District (CBD) Improvements (Eugene to Rutherford)	\$1,190,157	\$541,492	\$7,605,441						\$7,605,443	
	CP2	4	Larson Avenue Connector (NE 40th St. to Entwistle St.)							\$ 576,325	\$1,411,625	\$1,987,950	
	CP3		Toit Ave (SR203) - South Greenway (East side: Toit Ave bridge to Entwistle St.)										\$ 4,758,300
	CP4		Toit Ave (SR 203) - South Entry (West side: Toit 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		Toit Ave (SR203) and Morrison Street Intersection Improvements										\$ 644,000

Tier 1
CAPACITY/LOS (CP)

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

Type	Project No.	STIP Priority	Project Name	Actual Prior Years	Estimated 2020	2021	2022	2023	2024	2025	2026	Six-Year Period Total	Beyond 2026
	CP8		Tolt Ave (SR203) and Blanche Street Intersection Improvements										\$ 1,884,969
			SUBTOTAL CAPACITY PROJECTS	\$1,190,157	\$ 541,992	\$7,605,443				\$ 576,325	\$1,411,625	\$9,593,393	\$12,576,769
	S11	5	NE 40th Street Arterial Reconstruction (Tolt Ave to Larson Ave)							\$ 97,800	\$ 749,800	\$ 847,600	
	S12	7	East Bird Street Reconstruction (Commercial to Milwaukee - 950 LF)				\$ 60,990	\$ 467,590				\$ 528,580	
	S14	11	West Rutherford Street Reconstruction (Tolt to Stewart - 1,050 LF)					\$ 67,410	\$ 516,810			\$ 584,220	
	S14	13	East Reitze Street Reconstruction (Milwaukee to Stossel - 1,150 LF)						\$ 73,830	\$ 566,030		\$ 639,860	
	S17	15	Bird Street "Festival Street" Reconstruction (Stossel to Stephens)										\$1,508,000
	S15		Tolt Ave (SR 203) Corridor - North Greenway (East side: Rutherford to NE 55th)										\$ 2,652,000
	S16		Tolt Ave (SR 203) Corridor - North Entry (West side:										\$ 2,190,100

Tier II
STREET IMPROVEMENT (SI)

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

Type	Project No.	STIP Priority	Project Name	Actual Prior Years	Estimated 2020	2021	2022	2023	2024	2025	2026	Six-Year Period Total	Beyond 2026
			Rutherford to NE 55th)										
	SUBTOTAL STREET IMPROVEMENT PROJECTS												
	SR1	6	NE 40th Street Overlay (Larson Ave to Park Entry - 1,150 LF)				\$ 60,990	\$ 535,000	\$ 590,640	\$ 663,830	\$ 749,800	\$ 2,600,260	\$ 6,350,360
	SR2	8	West Bird Street Chip Seal (Toit Ave to Stephens Ave - 280 LF)				\$ 1,605	\$ 12,305		\$ 10,500	\$ 80,500	\$ 91,000	
	SR3	9	West Commercial Street Overlay (Toit Ave to Stephens - 400 LF)				\$ 7,050	\$ 51,700				\$ 58,750	
	SR4	10	Myrtle Street Overlay (Toit 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 329th - 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	\$ 232,200

Tier III
STREET REPAIR (SR)

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

Type	Project No.	STIP Priority	Project Name	Actual Prior Years	Estimated 2020	2021	2022	2023	2024	2025	2026	Six-Year Period Total	Beyond 2026
Tier IV MAINTENANCE	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	\$ 12,000	
	SUBTOTAL PREVENTATIVE STREET REPAIR & MAINTENANCE PROJECTS			\$ 10,800	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	
		NM1	2	East Entwistle Pedestrian Improvements (329th to 334th Ave)		\$ 75,280	\$ 414,040					\$ 489,320	
		NM2	3	McKinley Avenue Sidewalk (Eugene Street to Blanche Street)			\$ 433,420					\$ 433,420	
	*		City Wayfinding Signage Improvements										\$ 190,000
	SUBTOTAL NON-MOTORIZED IMPROVEMENT PROJECTS					\$ 75,280	\$ 414,040	\$ 433,420				\$ 922,740	\$ 190,000
JOINT-AGENCY PROJECTS (JA)	JA1		Toit Ave. (SR 203) - Garden Tracts Walkway (55th to 60th)										\$ 377,000
	JA2		Toit Hill Road/SR 203 Intersection Improvements										\$ 670,000
	JA3		Toit River Bridge Painting and Walkway Improvements										\$ 1,540,000
	SUBTOTAL JOINT-AGENCY PROJECTS												\$ 2,587,000
	TOTAL ALL PROJECTS			\$1,200,957	\$553,492	\$7,692,723	\$ 510,160	1,166,625	\$ 757,090	\$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 Hockett 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	
		East Entwistle Pedestrian Path											\$222,000
		Sidewalk on west side SR 203 south of 40th							\$28,750			\$28,750	
TRAILS SYSTEM PROJECTS		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

(Project included in TIP)

**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
	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
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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
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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
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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
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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.



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.

7/22/2020 Hearing Examiner

PUBLIC HEARING

Preliminary Plat - Tolt River Terrace (MainVue Homes)

Origin: City Manager

Staff: City Planner

Firm Date?

7/27/2020 Communications Committee

DISCUSSION 6:00 PM Communications Task Team

Origin:

Staff: City Manager

Firm Date?

7/28/2020 Planning Board

PUBLIC HEARING

DISCUSSION Proposed amendments to Land Use Code Chapters 15.64 Floodplains, Ch 15.40 Permissible Uses, Ch 15.18 Land Use Approvals.

Origin: 2020 Docket

Staff: City Planner

Firm Date?

NEW BUSINESS

DISCUSSION Review proposed amendments to Comp Plan Chapters 7 & 9

Origin: 2020 Docket

Staff: City Planner

Firm Date?

RECOMMENDATION

MOTION Recommendation to City Council re amendments to Land Use Code Chapters 15.64 Floodplains, Ch 15.40 Permissible Uses, Ch 15.18 Land Use Approvals.

Origin: 2020 Docket

Staff: City Planner

Firm Date?

7/29/2020 Hearing Examiner

PUBLIC HEARING

Preliminary Plat Clarification - Tolt Meadows 2 (John Day Homes)

Origin: City Manager

Staff: City Planner

Firm Date?

8/4/2020 City Council

AGENDA BILLS

ORDINANCE Amending Ch 15.64 CMC to adopt 2007 FEMA NFIP FIRM (effective date 08/19/2020)

Origin: City Manager

Staff: City Planner

Firm Date?

ORDINANCE Amending the 2020 Budget.

Origin: City Manager

Staff: Treasurer

Firm Date?

RESOLUTION Approving Terms of Sale for the Old Maintenance Shop.

Origin: City Manager

Staff: City Manager

Firm Date?

OTHER BUSINESS

DISCUSSION Recommended amendments to Land Use Code Chapters 15.40 Permissible Uses, & 15.18 Land Use Approvals.

Origin: City Manager

Staff: City Planner

Firm Date?

PUBLIC HEARING

Recommended amendments to Land Use Code Ch 15.64 Floodplains to adopt 2007 FEMA NFIP FIRM.

Origin: City Manager

Staff: City Planner

Firm Date?

8/10/2020 Parks Board

DISCUSSION 7:00 PM Parks Advisory Board meeting

Origin:

Staff: City Planner

Firm Date?

8/18/2020 City Council**AGENDA BILLS**

RESOLUTION Tolt Meadows 2 Final Plat
Origin: City Manager *Staff:* City Planner *Firm Date?*

RESOLUTION Adopt revised Fire Fees.
Origin: City Manager *Staff:* City Clerk *Firm Date?*

PUBLIC HEARING

Recommended amendments to Land Use Code Chapters 15.40 Permissible Uses, & 15.18 Land Use Approvals.
Origin: City Manager *Staff:* City Planner *Firm Date?*

PRESENTATION

DISCUSSION 2020-Q2 Police Report
Origin: City Manager *Staff:* Deputy Davis & Major McSwai *Firm Date?*

5:30 WORKSHOP

DISCUSSION Recology solid waste contract amendment and extension.
Origin: City Manager *Staff:* City Manager *Firm Date?*

DISCUSSION 5:30 Workshop prior to regular meeting, third Tuesday of each month.
Origin: Council of the Whole *Staff:* City Manager *Firm Date?*

8/22/2020 City Council**WORKSHOP**

DISCUSSION (10:00 AM - 3:00 PM) 2021 Finance & Budget Workshop
Origin: City Manager *Staff:* City Manager *Firm Date?*

8/25/2020 Planning Board**PUBLIC HEARING**

DISCUSSION Proposed 2020 Amendments to Comprehensive Plan Chapters 7 & 9, and CMC Ch 15.32 Non-Conforming Situations.
Origin: 2020 Docket *Staff:* City Planner *Firm Date?*

RECOMMENDATION

MOTION Recommendation to City Council regarding 2020 Amendments to Comprehensive Plan Chapters 7 & 9, and CMC Ch 15.32 Non-Conforming Situations.
Origin: 2020 Docket *Staff:* City Planner *Firm Date?*

8/31/2020 Hearing Examiner**PUBLIC HEARING**

Appeal, Anderson Apartments (Actual date to be determined)
Origin: *Staff:* *Firm Date?*

9/1/2020 City Council**AGENDA BILLS**

MOTION Approval of Recology contract amendment and extension.
Origin: City Manager *Staff:* City Manager *Firm Date?*

OTHER BUSINESS

DISCUSSION Review of Planning Board recommendation for 2020 Amendments to Comprehensive Plan Chapters 7 & 9, and and CMC Ch 15.32 Non-Conforming Situations.
Origin: City Manager *Staff:* City Planner *Firm Date?*

DISCUSSION 2018 Washington Building Codes (adoption due before 02/01/2021)
Origin: City Manager *Staff:* City Clerk *Firm Date?*

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?*

9/14/2020 Parks Board

DISCUSSION 7:00 PM Parks Advisory Board meeting
Origin: *Staff:* City Planner *Firm Date?*

9/15/2020 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?*
- ORDINANCE Adoption of recommended amendments to Comprehensive Plan Chapters 7 & 9, and and CMC Ch 15.32 Non-Conforming Situations.
Origin: City Manager *Staff:* City Planner *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?*

PUBLIC HEARING

- DISCUSSION Recommended amendments to Comprehensive Plan Chapters 7 & 9, and and CMC Ch 15.32 Non-Conforming Situations.
Origin: City Manager *Staff:* City Planner *Firm Date?*

5:30 WORKSHOP

- DISCUSSION Financial Forecast and 2021 Budget Preview.
Origin: City Manager *Staff:* City Manager *Firm Date?*
-

9/22/2020 Planning Board**NEW BUSINESS**

- 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?*
-

9/23/2020 SVGA

Hosted by the City of Duvall.

Origin: *Staff:* *Firm Date?*

10/6/2020 City Council**OTHER BUSINESS**

- DISCUSSION 2021 Preliminary Budget Proposal/Budget Message
Origin: City Manager *Staff:* City Manager *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**OTHER BUSINESS**

- DISCUSSION Continued review of 2021 Proposed Preliminary Budget.
Origin: City Manager *Staff:* City Manager *Firm Date?*

5:30 WORKSHOP

- DISCUSSION 5:30 Workshop prior to regular meeting, third Tuesday of each month.
Origin: Council of the Whole *Staff:* City Manager *Firm Date?*
-

10/27/2020 Planning Board**UNFINISHED BUSINESS**

- DISCUSSION Continued review of proposed amendments to Chapter 15.76 CMC "Screening, Landscaping, and Trees".
Origin: 2020 Docket *Staff:* City Planner *Firm Date?*
- 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?*

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?* **PUBLIC HEARING**

DISCUSSION 2021 Budget.

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

DISCUSSION 5:30 Workshop prior to regular meeting, third Tuesday of each month.

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

11/24/2020 Planning Board**PUBLIC HEARING**

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

Origin: 2020 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?*

11/25/2020 SVGA

Hosted by the Snoqualmie Tribe.

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

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

ORDINANCE Adopting 2021 Budget.

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

ORDINANCE Amending 2020 Budget.

Origin: City Manager*Staff:* Treasurer*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 5:30 Workshop prior to regular meeting, third Tuesday of each month.

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			
	ORGANIZATIONAL MEETING	Elect Deputy Mayor, make appointments to Council Committee and Liaisons.		
		<i>Origin:</i> Rules of Procedure	<i>Staff:</i> City Clerk	<i>Firm Date?</i> <input type="checkbox"/>
1/11/2021	Parks Board			
	DISCUSSION	7:00 PM Parks Advisory Board meeting		
		<i>Origin:</i>	<i>Staff:</i> City Planner	<i>Firm Date?</i> <input type="checkbox"/>
1/19/2021	City Council			
		Authorize 2021 Docket for amendments to the Comprehensive Plan and Land Use Code		
		<i>Origin:</i> CMC	<i>Staff:</i> City Planner	<i>Firm Date?</i> <input type="checkbox"/>
	5:30 WORKSHOP			
		<i>Origin:</i>	<i>Staff:</i>	<i>Firm Date?</i> <input type="checkbox"/>
1/26/2021	Planning Board			
	NEW BUSINESS			
	DISCUSSION	2021 Docket for amendments to Comprehensive Plan and Land Use Code.		
		<i>Origin:</i> 2021 Docket	<i>Staff:</i> City Planner	<i>Firm Date?</i> <input type="checkbox"/>
1/27/2021	SVGA			
		Hosted by the City of Carnation.		
		<i>Origin:</i>	<i>Staff:</i>	<i>Firm Date?</i> <input type="checkbox"/>
2/2/2021	City Council			
	OTHER BUSINESS			
	DISCUSSION	ILA with King County for District Court Services (expires 12/31/2021)		
		<i>Origin:</i> City Manager	<i>Staff:</i> City Manager	<i>Firm Date?</i> <input type="checkbox"/>
2/8/2021	Parks Board			
	DISCUSSION	7:00 PM Parks Advisory Board meeting		
		<i>Origin:</i>	<i>Staff:</i> City Planner	<i>Firm Date?</i> <input type="checkbox"/>
2/16/2021	City Council			
	AGENDA BILLS			
	MOTION	Approving ILA with King County for District Court Services (expires 12/31/2021)		
		<i>Origin:</i> City Manager	<i>Staff:</i> City Manager	<i>Firm Date?</i> <input type="checkbox"/>
	5:30 WORKSHOP			
		<i>Origin:</i>	<i>Staff:</i>	<i>Firm Date?</i> <input type="checkbox"/>
2/23/2021	Planning Board			
	UNFINISHED BUSINESS			
	DISCUSSION	2021 Docket for amendments to Comprehensive Plan and Land Use Code.		
		<i>Origin:</i> 2021 Docket	<i>Staff:</i> City Planner	<i>Firm Date?</i> <input type="checkbox"/>
3/2/2021	City Council			
		Regular Meeting		
		<i>Origin:</i>	<i>Staff:</i>	<i>Firm Date?</i> <input type="checkbox"/>
3/8/2021	Parks Board			
	DISCUSSION	7:00 PM Parks Advisory Board meeting		
		<i>Origin:</i>	<i>Staff:</i> City Planner	<i>Firm Date?</i> <input type="checkbox"/>

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

UNFINISHED BUSINESS

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

Origin: 2021 Docket

Staff: City Planner

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?
