

City of Carnation
2024 Comprehensive Plan Amendment
CAPITAL FACILITIES ELEMENT

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

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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 2024 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 found 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. The first floor of 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. It was determined that trying to work with the existing building would be too costly. A new Carnation Civic Center/Emergency Operations Center is being developed at 4001 Tolt Avenue. There is an existing house which will be used for administrative offices. A full site plan for the center is currently being developed. City Council has surplused the existing City Hall on Tolt Avenue. It will subsequently be sold or put to another use.

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 is adequate to meet public works maintenance needs but may require future renovation to accommodate additional office space.

Water System. Principal water facilities include a spring fed water supply supplemented by a groundwater well located in Loutsis Park, and two above-ground storage reservoirs providing a total of 428,000 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 only depends on capacity, but also on design considerations. See the Utilities Element for more information on the water system.

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Booster Pump Station. In 2022-2024 the City built a new booster pump station to benefit the entire community by standardizing water pressure throughout the City. The neighborhoods east of the Public Works shop including Brooktree Estates, Tolt Meadows I and II, Tolt Place and River's Edge will have the greatest benefit as their water pressure is the lowest in the City. The pump capacity is 100 gpm at 50-60 psi. This project was necessary to maintain water pressure throughout the City and to protect fire hydrant flows. The station has controls that will open a valve so that fire flows bypass the pump. The booster pump became active in April 2024.

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 City of Carnation formally created a stormwater utility in 2022. 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, bioswales, 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.

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. Cleanscapes Recology currently provides solid

waste disposal services for the City of Carnation. 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 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.

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Additionally, the City is currently working with Washington Department of Transportation on safety improvements to SR-203, particularly a roundabout at NE Tolt Hill Road and SR203.

Parks and Recreation Facilities. City park land consists of five city parks: Valley Memorial Park, Fred Hockert Park, Nick Loutsis Park, River's Edge Park and West Side Park.

Valley Memorial Park features two tennis/pickle ball courts, children's playground equipment, a skateboard bowl, BMX track, open space, basketball court 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, a disc golf course and conifer trees. The Snoqualmie Valley Trail runs alongside Loutsis Park. 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.

River's Edge Park is being developed in two phases between 2024-2025 with a children's play area, landscaping with irrigation and covered picnic area.

Westside Park is an undeveloped park and currently serves as green space.

The City's CIP plan outlines future improvements.

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 and the 2022 Carnation Parks, Recreation & Open Space Plan (PROS).

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. A new website developed in 2024 provides organization and tracking for the cemetery.

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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. Two large metal storage containers which are owned by Riverview School District and house emergency preparedness supplies are presently located at the gravel pit along with a storage container owned by the City of Carnation. 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 hopes to secure funding 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 foot traffic and vehicles from Tolt Highlands Drive.

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

The City of Carnation is currently working with Seattle Public Utilities (SPU) in improvements to the dam warning system and other safety protocols and enhancements.

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 221 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 three career firefighters daily, one fire engine, one aid car, one tender and one specialized boat and tow vehicle. 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 2023-2029 Capital Facilities Plan is hereby adopted by reference.

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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, Riverview 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 for the 2022-2023 school year:

ELEMENTARY LEVEL								
Facility	Address	Grade Span	Permanent Capacity*	2022-23 HC Enrollment	Year Built	Last Remodel	Building Area (Sq. Ft.)	Site Size (Acres)
CARNATION ELEMENTARY	4950 Tolt Avenue Carnation, WA 98014	K thru 5	407	342	1960	2011	50,567	10.85
CHERRY VALLEY ELEMENTARY	26701 NE Cherry Valley Rd Duvall, WA 98019	K thru 5	397	443	1953	2011	54,779	10.34
STILLWATER ELEMENTARY	11530 320th Ave NE Carnation, WA 98014	K thru 5	372	483	1988	N/A	49,588	18.81
EAGLE ROCK MULTI AGE	29300 NE 150th Street Duvall, WA 98019	K thru 5	0	58	N/A	N/A	0	@ CHS
Total Elementary School			1176	1326				
MIDDLE SCHOOL LEVEL								
Facility	Address	Grade Span	Permanent Capacity*	2022-23 HC 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	643	1964	2009	84,113	40.2
Total Middle School			672	643				
HIGH SCHOOL LEVEL								
Facility	Address	Grade Span	Permanent Capacity*	2022-23 HC 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	888	1993	2009	108,755	42.85
Total High School			849	888				
ALTERNATIVE LEARNING CENTER								
Facility	Address	Grade Span	Permanent Capacity*	2022-23 HC 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	180	2011	N/A	14,545	2.08
Total Alternative School			168	180				
TOTAL DISTRICT			2865	3037				

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Riverview School District Headcount Enrollment Projection

Grade	2022-23 Actuals*	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29
K	211	205	212	217	230	236	234
1	249	222	216	221	227	240	246
2	225	256	228	221	226	233	246
3	246	231	262	233	225	231	238
4	232	252	237	267	238	230	236
5	204	237	258	241	272	242	234
K-5	1,367	1,403	1,413	1,400	1,418	1,412	1,434
6	227	208	241	261	244	275	245
7	225	228	209	242	262	245	276
8	234	225	227	208	241	260	244
6-8	686	661	677	711	747	780	765
9	273	244	235	237	217	251	271
10	252	266	238	229	231	212	245
11	230	221	233	209	201	203	186
12	229	217	209	220	197	190	192
9-12	984	948	915	895	846	856	894
Total	3,037	3,012	3,005	3,006	3,011	3,048	3,093

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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.

Please refer to the Riverview School District Capital Facilities Plan for 2023-2029 for more detailed information.

CAPITAL FACILITIES PROGRAM or CIPP

Capital Facilities investment in Carnation is guided by the following policy document: Capital Improvement Projects Program or CIPP. Capital assets 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.)

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 top priorities of the Capital Facilities Program or CIPP 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.

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 150 (*REET 1 & 2*)

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- Capital Facilities Fund 302
- Water Capital Replacement Fund 402
- Landfill Post-Closure Financial Assurance Fund 406
- Sewer Capital Improvements Fund 408

FUTURE CAPITAL NEEDS AND ALTERNATIVES

PROJECTION OF CAPITAL FACILITY NEEDS

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 2023-2029 Capital Facilities Plan is adopted by reference in this Element.

Prioritization of Projected Needs. The identified capital improvement needs listed in the below table 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.

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 Element (below). The Parks Recreation and Open Space (PROS) Plan provides additional detail. 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

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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 protect water quality. Funded projects must address water quality problems related to public health and environmental degradation. The City was previously 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%

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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.

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

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- 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 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

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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 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

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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.

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

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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 overextending 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. The City needs collaboration with the State and WSDOT for improvements to SR203 to accommodate higher traffic counts and for safety improvements at NE Tolt Hill Road and SR203. These improvements are critical to future annexation of the potential annexation area.

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CAPITAL FACILITIES PROJECTS

The below table sets forth a six-year Capital Facilities project plan, based on the capital facility needs identified in this plan. Since the Comprehensive Planning process is dynamic and ongoing, the six-year plan will be periodically reviewed and updated. Given the uncertainties of funding sources, patterns of development, etc. it is sometimes impractical to identify in the plan a specific year in which a given capital facility project will be undertaken.

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

The cost of running the City government will continue to increase due to inflation, state and federal mandates, and other factors, while state and federal shared revenues will continue to decrease.

New revenue sources will be necessary to maintain and improve city services and facilities.

In the General Fund, revenues are inadequate to meet operating and maintenance needs, let alone capital needs.

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

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WATER UTILITY FACILITIES

The 2015 Comprehensive Water System Plan includes a Capital Improvements Plan for water improvements. The table below 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. This plan will be updated in 2028.

Project No.	Project Name	2025	2026	2027	2028	2029	2030	Six-Year Period Total
30-1	Tank Coating						\$750,000.00	\$750,000.00
25-4	State Route 203 (WSDOT) Culvert	\$200,000.00	\$200,000.00					\$400,000.00
25-3	Chlorination Project: Spring Source (Safe Haven)	\$150,000.00	\$1,500,000.00					\$1,650,000.00
29-2	Chlorination Well Site Upgrade					\$250,000.00	\$750,000.00	\$1,000,000.00
28-3	Looping connection N1-N2				\$1,000,000.00	\$1,000,000.00	\$1,000,000.00	\$3,000,000.00
26-3	2025 Water Comprehensive Plan		\$50,000.00	\$50,000.00				\$100,000.00
26-2	Alley J R8		\$50,000.00	\$350,000.00				\$400,000.00
25-2	Existing PRV replacement	\$200,000.00	\$1,000,000.00					\$1,200,000.00
25-1	Lead Pipe Assessment	\$75,000.00	\$75,000.00	\$75,000.00	\$75,000.00	\$75,000.00	\$75,000.00	\$450,000.00
27-1	Asbestos Pipes 1			\$100,000.00	\$900,000.00	\$50,000.00		\$1,050,000.00
26-1	Asbestos Pipes 2		\$100,000.00	\$900,000.00				\$1,000,000.00
28-2	R7 Stewarts Avenue				\$80,000.00	\$500,000.00		\$580,000.00
28-1	R11 (McKinley Alley)				\$250,000.00	\$750,000.00		\$1,000,000.00
29-1	Asbestos Pipes 3					\$100,000.00	\$900,000.00	\$1,000,000.00
	CIP TOTAL	\$625,000.00	\$2,975,000.00	\$1,475,000.00	\$2,305,000.00	\$2,725,000.00	\$3,475,000.00	\$13,580,000.00

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.

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Project No.	Project Name	Actual Prior Years	2025	2026	2027	2028	2029	2030	Six-Year Period Total
CIP-1	Valves in A Line		\$30,000.00	\$33,000.00	\$36,300.00	\$39,930.00	\$43,923.00	\$48,315.30	\$231,468.30
CIP-2	Pump Rebuilds (wye body and valves)		\$30,000.00	\$30,000.00	\$33,000.00	\$33,000.00	\$33,000.00	\$36,000.00	\$195,000.00
CIP-3	Telemetry Control and Reporting		\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00	\$30,000.00	\$50,000.00	\$170,000.00
CIP-4	Valves: raised and repaired		\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$120,000.00
CIP-5	Storage Tank Bypass			\$100,000.00	\$750,000.00				\$850,000.00
CIP-6	SCADA		\$20,000.00	\$150,000.00	\$20,000.00	\$150,000.00	\$20,000.00	\$150,000.00	\$510,000.00
	TOTAL PER YEAR		\$130,000.00	\$363,000.00	\$889,300.00	\$272,930.00	\$146,923.00	\$304,315.30	\$2,076,468.30

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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 the table below. The TIP includes projects that are needed to increase the capacity of the City’s roadways in order to accommodate new growth and improve safety. The City’s transportation impact fee is calculated from the cost of implementing the capacity/LOS-related projects listed in the Transportation Improvement Plan. The 2021 Transportation Improvement Plan contains background data and analysis and is adopted by reference to this Element.

Transportation Improvement Plan 2015-2035

Project Name	Project Description	Estimated Cost in 2019 Dollars	Capacity (LOS) Related
Larson Avenue Connector 40th to Entwistle	Construct a new 2-lane arterial roadway with parking lanes, curb & gutter, sidewalk, new storm drainage, illumination, and signing/striping. A parking lane could be replaced with two bicycle lanes or a sharrow lane.	\$1,987,950	Yes
<i>Tolt Ave (SR203) Corridor</i> South Greenway (east side) Tolt Bridge to Entwistle	New curbs, gutters, planting strip, and paved pathway; storm drainage improvements; partial aerial-to-ground utility conversion; illumination; crosswalk; parking and site furnishing. Widen to three lanes for left turns.	\$4,758,300	Yes
<i>Tolt Ave (SR203) Corridor</i> 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 50th to 55th	Construct a new 2-lane roadway with a parking lane; curb, gutter, and sidewalk; new storm drainage; illumination, and signing/striping.	\$1,835,500	Yes
316th (Stewart) Avenue Connector Morrison to 55th	Construct a new 2-lane roadway with a parking lane; curb, gutter, and sidewalk; new storm drainage; illumination, and signing/striping.	\$2,115,000	Yes
Tolt Ave at Blanche Intersection Improvements	Construct a traffic circle and reconstruct pavement with curbs, gutters, and ADA-compliant sidewalk ramps; illumination upgrades; drainage modifications; and signing/striping.	\$1,884,969	Yes

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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 in a WSDOT and/or King County lead project. Requires WSDOT warrant justification for signalization of the intersection.	\$670,000	Yes, but outside city limits
NE 40th St. "Arterial" Reconstruction Tolt to Larson	Reconstruct and widen NE 40th Street to include 2-12' asphalt travel lanes with a turn lane at the intersection with Tolt; a parking lane; a bike lane; curb & gutters, and sidewalk on both sides of the street; new storm drainage facilities; illumination upgrades; and signing/stripping.	\$847,600	No
West Rutherford Street Reconstruction Tolt to Stewart	Reconstruct and widen 2 lane road with asphalt travel lanes; gravel parking shoulder; landscaped rain gardens 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 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
<i>Tolt Ave (SR 203) Corridor</i> North Greenway (east side) Rutherford to 55th	Improve the east side of the existing travel lanes, including new curb, gutter, and 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
<i>Tolt Ave (SR 203) Corridor</i> North Entry (west side) Rutherford to 55th	Improve the west side with a new curb, gutter, planting strip, and sidewalk; storm drainage improvements; portions of the street widening with a center landscaped median within the existing roadway; street trees and site furnishings.	\$2,190,100	No
City Wayfinding Signage Improvements	Install wayfinding directional signs; route markers; information kiosks & gateways; and other signage to formalize and mark wayfinding for motorists and create pedestrian-oriented walking routes within the City.	\$190,000	No
<i>Tolt Ave (SR 203) Corridor</i> 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

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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 east side of the bridge. This is a partnership project in which the City if desired, could be a financial participant in a WSDOT lead project.	\$1,540,000	No
TOTAL		\$36,551,911	

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SIX-YEAR CAPITAL IMPROVEMENTS PLAN

The table below summarizes the City’s capital improvements for water, streets, and parks over the next six years. 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 unavailable. 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 period. For example, some of the projects listed in the CIP will not be initiated until the annexation of Potential Annexation Areas to the north.

City of Carnation 2025 – 2030 Transportation Improvement Program (TIP) Proposed Funding Detail

CIP	TIP	Location	2025	2026	2027	2028	2029	2030	Total	Assumptions					
	1	Citywide Sidewalk and ADA Improvements	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$35,000	\$210,000						
		<i>Local Funds</i>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$35,000</i>	<i>\$210,000</i>						
CIP	TIP	Location	2025	2026	2027	2028	2029	2030	Total	Assumptions					
	2	Preventative Street Repair & Maintenance (crack sealing, pothole filling, chip seal)	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000	\$72,000						
		<i>Local Funds</i>	<i>\$12,000</i>	<i>\$12,000</i>	<i>\$12,000</i>	<i>\$12,000</i>	<i>\$12,000</i>	<i>\$12,000</i>	<i>\$72,000</i>						
CIP	TIP	Location	2025	2026	2027	2028	2029	2030	Total	Type of Cost	2020 STIP Budget \$	2025	2026	2027	2028
CP2	3	Larson Avenue Connector (NE 40th St to Entwistle St, 1,000 LF)	\$213,500	\$470,300	\$870,000	\$894,000			\$2,447,800	PE	\$184,125	\$213,451			
		Type of Cost	PE	RW	CN	CN				RW	\$392,200		\$468,307.31		
		<i>Local Funds: 25%</i>	<i>\$53,375</i>	<i>\$470,300</i>	<i>\$217,500</i>	<i>\$223,500</i>			<i>\$964,675</i>	CN	\$1,411,625			\$868,060.35	\$894,102.16
		<i>TIB Funds: 75%</i>	<i>\$160,125</i>		<i>\$652,500</i>	<i>\$670,500</i>									
CIP	TIP	Location	2025	2026	2027	2028	2029	2030	Total	Type of Cost	2023 Est.	2025	2026	2027	2028
S16	4	40th St Reconstruction (Tolt Ave to Tolt McDonald Park Entry 1,200 LF)	\$272,500	\$546,000	\$1,108,500	\$1,141,800			\$3,068,800	PE	\$256,900	\$272,545.21			
		Type of Cost	PE	RW	CN	CN				RW	\$500,000		\$546,363.50		
		<i>Local Funds: 15%</i>	<i>\$40,875</i>	<i>\$81,900</i>	<i>\$166,275</i>	<i>\$171,270</i>			<i>\$460,320</i>	CN	\$1,969,900			\$1,108,569.90	\$1,141,827

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		<i>TIB Funds: 85%</i>														
CIP	TIP	Location	2025	2026	2027	2028	2029	2030	Total	Type of Cost	2023 Est.	2025	2026			
S13	5	E Reitz Reconstruction (Stossel Ave to Milwaukee, 1,200 LF)	\$76,000	\$878,900					\$954,900	PE	\$71,800	\$76,172.62				
		Type of Cost	PE	CN						RW						
		Local Funds: 15%	\$11,400	\$131,835					\$143,235	CN	\$804,300		\$878,880.33			
		TIB Funds: 85%	\$64,600	\$747,065												
CIP	TIP	Location	2025	2026	2027	2028	2029	2030	Total	Type of Cost	2021 Est. for 2026	2025	2026	2027		
SR2	6	Milwaukee Avenue Connector (Entwistle to 55th St, 1500 LF)	\$200,300	\$100,000	\$1,581,300				\$1,881,600	PE	\$200,250	\$200,250				
		Type of Cost	PE	RW	CN					RW	\$100,000		\$100,000			
		Local Funds: 50%	\$100,150	\$50,000	\$790,650				\$940,800	CN	\$1,535,250			\$1,581,307.50		
		Other TBD Funds: 50%	\$100,150	\$50,000	\$790,650											
CIP	TIP	Location	2025	2026	2027	2028	2029	2030	Total	Type of Cost	2023 Est.	2025	2026			
NM1	7	E Entwistle/NE 45th Street Sidewalk (329th to 332nd Ave, 880 LF)	\$95,600	\$755,200					\$850,800	PE	\$90,100	\$95,587.09				
		Type of Cost	PE	CN						RW						
		Local Funds: 15% (CN)	\$14,340	\$113,280					\$127,620	CN	\$691,100		\$755,183.63			
		TIB Funds: 85%	\$81,260	\$641,920												
CIP	TIP	Location	2025	2026	2027	2028	2029	2030	Total	Type of Cost	2026 from 2021 TIP+20%	2026	2027	2028	2029	
CP4	8	Tolt Ave (SR203) South Entry (West Side: Told McDonald Pk to Eugene, 1,900 LF)		\$154,000	\$732,000	\$754,000			\$1,640,000	PE	\$154,500	\$154,500				
		Type of Cost		PE	CN	CN				RW						
		Local Funds: 20%		\$30,800	\$146,400	\$150,800			\$328,000	CN	\$1,421,400		\$732,021	\$753,981.63		
		FHWA Funds: 80%		\$123,200	\$585,600	\$603,200										
CIP	TIP	Location	2025	2026	2027	2028	2029	2030	Total	Type of Cost	2026 from 2021 TIP	2026	2027	2028		
S15	9	Tolt Ave (SR203) North Greenway (East side: Rutherford to NE 55th, 2,200 LF)		\$306,000	\$1,208,000	\$1,982,400			\$3,496,400	PE	\$306,000	\$306,000				
		Type of Cost		PE	CN	CN				RW						

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		<i>Local Funds: 20%</i>		\$61,200	\$241,600	\$396,480			\$699,280	CN	\$2,346,000		\$1,208,190	\$1,982,370	
		<i>FHWA Funds: 80%</i>		\$244,800	\$966,400	\$1,585,920									
CIP	TIP	Location	2025	2026	2027	2028	2029	2030	Total	Type of Cost	2021 Est	2026	2027		
S14	10	W Rutherford St Reconstruction (Tolt to Stewart - 1050 LF)		\$78,100	\$697,500				\$775,600	PE	\$67,410	\$78,146.67			
		Type of Cost		PE	CN					RW					
		<i>Local Funds: 15%</i>		\$11,715	\$104,625				\$116,340	CN	\$584,220		\$697,589.23		
		<i>TIB Funds: 85%</i>		\$66,385	\$592,875										
CIP	TIP	Location	2025	2026	2027	2028	2029	2030	Total	Type of Cost	2023 ~ 65% of Milwaukee TIB award	2027	2028		
SR5	11	Stossel Ave Overlay (Entwistle to Rutherford, 1,180 LF)			\$30,000	\$340,000			\$370,000	PE	\$26,650.00	\$29,994.81			
		Type of Cost			PE	CN				RW					
		<i>Local Funds: 15%</i>			\$4,500	\$51,000			\$55,500	CN	\$293,200		\$339,899.16		
		<i>TIB Funds: 85%</i>			\$25,500	\$289,000									
CIP	TIP	Location	2025	2026	2027	2028	2029	2030	Total	Type of Cost	2023 ~ 120% of Milwaukee TIB award	2027	2028		
SR6	12	Regal Glen Cul-de-Sacs Overlay (1,530 LF)			\$53,800	\$609,000			\$662,800	PE	\$49,200	\$53,762.17			
		Type of Cost			PE	CN				RW					
		<i>Local Funds: 15%</i>			\$8,070	\$91,350			\$99,420	CN	\$541,200		\$609,125.37		
		<i>TIB Funds: 85%</i>			\$45,730	\$517,650									
CIP	TIP	Location	2025	2026	2027	2028	2029	2030	Total	Type of Cost	2023 Est.	2027	2028		
NM2	14	Stossel Avenue Sidewalk (Entwistle to Rutherford, 860 LF)			\$101,500	\$800,000			\$901,500	PE	\$90,100	\$101,408.34			
		Type of Cost			PE	CN				RW					
		<i>Local Funds: 15%</i>			\$15,225	\$120,000			\$135,225	CN	\$691,200		\$801,290.24		
		<i>TIB Funds: 85%</i>			\$86,275	\$680,000									
CIP	TIP	Location	2025	2026	2027	2028	2029	2030	Total	Type of Cost	2021 TIP for 2026 + 20%	2028	2029	2030	
S17	15	E Bird "Festival Street" Reconstruction (Stossel to Stephens, 575 LF)				\$184,500	\$874,600	\$900,900	\$1,960,000	PE	\$174,000	\$184,596.60			
		Type of Cost				PE	CN	CN		RW					
		<i>Local Funds: 20%</i>				\$36,900	\$174,920	\$180,180	\$392,000	CN	\$1,600,800		\$874,618.69	\$900,857.25	
		<i>FHWA Funds: 80%</i>				\$147,600	\$699,680	\$720,720							

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CIP	TIP	Location	2025	2026	2027	2028	2029	2030	Total	Type of Cost	2023 Est.	2028	2029	2030
SR3	16	E Entwistle Overlay (Spillman to 329th Ave NE, 2,300 LF)				\$76,600	\$504,400	\$519,500	\$1,100,500	PE	\$76,600	\$88,800.39		
		Type of Cost				PE	CN	CN		RW				
		Local Funds: 15%				\$11,490	\$75,660	\$77,925	\$165,075	CN	\$844,771		\$504,350.38	\$519,480.89
		TIB Funds: 85%				\$65,110	\$428,740	\$441,575						
CIP	TIP	Location	2025	2026	2027	2028	2029	2030	Total	Type of Cost	Assume half the cost of the E Entwistle Overlay		2029	2030
SR4	17	E. Commercial Overlay (Tolt Ave to Entwistle, 1,000 LF)					\$45,700	\$519,500	\$565,200	PE			\$45,732.20	
		Type of Cost								RW				
		Local Funds: 15%					\$6,855	\$77,925	\$84,780		CN			\$519,480.89
		TIB Funds: 85%					\$38,845	\$441,575						
TOTAL			\$904,900	\$3,335,500	\$6,429,600	\$6,829,300	\$1,471,700	\$1,986,900						
Total Local Funds 2024-2030									\$4,909,490					

PARKS FACILITIES

The Parks and Recreation Capital Improvement Plan (CIP) in the table 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. More information can be found in the Parks Recreation Open Space Plan (PROS) developed in 2022.

Project Name	2025	2026	2027	2028	2029	2030	Six-Year Period Total
Valley Memorial Park	\$30,000.00	\$70,000.00	\$70,000.00	\$70,000.00	\$70,000.00		\$310,000.00
River's Edge Park	\$150,000.00	\$100,000.00					\$250,000.00
Tolt Commons	\$50,000.00	\$30,000.00	\$30,000.00	\$38,000.00			\$148,000.00
City-wide	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00	\$20,000.00		\$100,000.00
Cemetery			\$15,000.00	\$30,000.00	\$25,000.00		\$70,000.00

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West Side Park		\$50,000.00	\$50,000.00	\$100,000.00
Nick Loutsis Park		\$20,000.00	\$20,000.00	\$40,000.00
The Stage at Tolt Commons	\$50,000.00	\$50,000.00		\$100,000.00

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PUBLIC FACILITIES

Project Name	2025	2026	2027	2028	2029	2030	Six-Year Period Total
Community Space Phase I	\$2,000,000.00	\$3,000,000.00					\$ 5,000,000.00
PW Yard Phase II			\$2,000,000.00				\$2,000,000.00
Solar	\$200,000.00	\$250,000.00	\$300,000.00				\$750,000.00
TOTAL PER YEAR	\$2,200,000.00	\$3,250,000.00	\$2,300,000.00	\$700,000.00			
TOTAL CIP PERIOD							\$8,450,000.00

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V. MONITORING AND EVALUATION

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

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

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

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

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VI. GOALS AND POLICIES

GOAL CF 1

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

Policy CF1.1 The City will 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 monitor and/or 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. Take all feasible steps to site new sewer systems outside of the 100-year floodplain and additional areas at risk of flooding.

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 should 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.

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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.

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 should be allowed only when and where all public facilities are adequate and only when and where such development can be

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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.

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. Fire flow pressure should be at 55gpm.
- 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 should 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:

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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 should 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 will comply with all relevant state and federal regulations. Where feasible, low impact development will be the preferred approach.

Policy CF3.4 A development should 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 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 CF3.5 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 CF3.6 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 CF3.7 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. Future climate relation conditions should be taken into consideration.

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

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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.

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.