

Exhibit J – Public Comments

Carnation Townhomes - Staff Report to the Hearing Examiner
September 19, 2025

CARNATION TOWNHOMES - PUBLIC COMMENTS

Proposal: Carnation Townhomes

Applicant: New Home Company

Permits Requested: Residential Condominium Binding Site Plan (2024.2203.BS0001); Site Development/Design Review (2024.2138.SR0006/2024.2136.DM0005); and SEPA Environmental Review (2024.2201.SE0002)

Public Comment Period Held: January 10-24, 2025

The City of Carnation received the following comments from the public in response to the Notice of Application and SEPA ODNs issued January 10, 2025 for the New Home Company Carnation Townhomes proposal:

APPLICAN REPSONSE

1. Comment from Analeise Dowd received January 20, 2025

The city of Carnation absolutely cannot afford to have more house/townhomes/any new construction built in this little 1 street light town.

There is absolutely not the infrastructure for more homes and there is absolutely no reason to add more housing to the area where people aren't even respecting the community.

Please please don't turn us into Duvall or anywhere else without some consideration. I'm firmly saying no to this and any other new construction being considered in town.

APPLICANT: The New Home Company provides quality homes for a variety of customers throughout Puget Sound. As a builder we follow the lead of the Growth Management Policies and seek to provide housing where infrastructure is available, or can be improved, and where locals have decided to accept increase densities per those Growth Management Policies. While growth has implications, we strive to provide quality, durable, and desirable housing that compliments an existing community.

2. Comment from Kai Salus received January 23, 2025

I just wanted to submit my 2 cents on the proposed land use at Entwistle and Stossel, for Carnation Townhomes/The New Home Company.

I have only lived in Carnation for 2 years now, but I love that it's a relatively small town. With that small town though also comes smaller infrastructure. We already have Tolt River Terrace, and 85 Degrees putting in nearly 200 new homes combined. There is already enough worry from citizens about flood egress, and I can't even imagine how the extra residents will affect the backup at peak travel times at the Remlinger intersection. We will only make these matters worse by adding another 44 town home units. Not to mention the "eyesore" of having these multistory buildings tower over the charming, original 1-story homes of Carnation.

I hope you will strongly consider the negatives of this proposed land use. I would hate to see Carnation become as jam packed as Duvall is becoming.

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While the existing character of Carnations substantially "1-Story", growth as provided in the comprehensive plan and the increasing demand for housing in the region will necessarily cause more future housing to be 2 or more stories, both in single-family and attached formats as the price of land goes up. We hope to be a sensitive, complimentary early provider of these higher densities in Carnation.

3. Comment from Kim and Laura Bridle-Breen received January 24, 2025

We have multiple concerns about building here and hope to clearly state them below.

- 1) There are already apartments and town homes being built near the fire department, have they all been rented or sold? Is there a demand for more residences that even more need to be built?

APPLICANT: The greater Seattle, and particularly East Side housing need is growing. We are a region of employment growth, immigration, etc.. which is good for our general economy. Housing prices are relatively high, to those of us that have been here for decades. More housing is needed as one component to bringing homeownership costs down.

- 2) Are the roads ready or accommodating for more vehicles? There is already a traffic issue anytime there is an event at Remlinger Farms and those are not an everyday occurrence. We have no mass public transit so there will be more cars, at least 1 per unit if not more. Carnation doesn't have the infrastructure for this and since SR203 is a state route the city cannot do anything to improve the main road through town. We have already seen that the

state was not willing to do a roundabout at Remlinger/Tolt/SR203 intersection so it is highly doubtful they will do anything to make SR203 adaptable to more vehicles. Is there even space for a widening of SR203 without the businesses on it having to be torn down or what not?

APPLICANT: This project has provided supporting reports and documentation regarding the impacts on traffic and roads that, while may not satisfy all, meet the requirements per adopted standards.

- 3) What if there is a dam emergency? This means there will be more people and cars to evacuate town. Has this been thought about with the new construction already going let alone more residential construction? Also, these proposed new residences will be off the walking evacuation route which is already hard for the existing residences off it to get out. Please remember the traffic snafu during the false dam alarm.

APPLICANT: Local and State representatives are better suited to answer these questions.

- 4) Since there is no postal delivery in town, will more mailboxes be added to the post office?

APPLICANT: Yes, this is what we understand for the post Office.

- 5) Can the town utilities/services handle this kind of growth?

APPLICANT: The SEPA Decision and Staff report outline the suitability of existing or proposed infrastructure for this project to proceed.

- 6) What is the benefit to the existing population of Carnation of adding more housing/people?

APPLICANT: As a builder we follow the lead of the Growth Management Policies and seek to provide housing where infrastructure is available or can be improved, and where local jurisdictions have decided to accept increase densities per those Growth Management Policies.

The Growth Management Act and the policies therefor adopted document a wide range of local and regional benefits to increased housing.

7) More cars does mean more air pollution, how will that be mitigated?

APPLICANT: No specific provisions for combustion engine cars are made with this project. However, each home will have capability for residents to charge an electric vehicle if they choose.

4. Comment from Julie Hughes received January 25, 2025

Dear people of New Home Company, Milbrandt Architects, and City of Carnation,

My name is Jules Hughes and I'm a resident of the old part of Carnation, west of Tolt Avenue and I own an historic building on our "main street". I love this town and care deeply about its architectural, urban design and landscape development moving into the future. I'm writing to you today in this puzzlingly short 2 week public comment period to encourage you to do all you can to see that this project becomes a beautiful addition to our beloved walkable and small rural town fabric.

Many people who live here haven't been able to see the potential of a well-designed mixed use project because big developers and architectural firms may overlook the deep passion and unique natural setting of our small town. The producers of these projects may think innovative design and careful balance of open space (so the residents of these denser developments might really enjoy living in townhomes) would be lost on this small but tight knit community. We too often see the typical projects that maximize the number of units and the building footprint skimping on open spaces, per unit and communal.

The project just south of your site had promise with its original design team and came up with a great landscape plan to save mature trees and inner site network of open spaces and paths weaving the new townhome community into the surrounding fabric seamlessly. Even if the project still met the letter of our municipal codes and design standards, the new developer to whom the project was sold skimped on sound building practices, proper overhangs and materials that were made to last in the current climate conditions and into the future. They also went back on selling their Tolt Avenue live/work units as true live/work units and are now selling them as residential only, much to the disappointment of people here.

I haven't had a chance to review all of this project's documents as thoroughly as I would've liked, but please consider just a few suggestions listed here. And I hope to continue following your design development process to see that a stellar project results for which everyone can be proud.

1. Please ensure that the proposed live/workspaces in Buildings 1 and 2 on Entwistle are actual retail spaces at the ground level adding to the commercial and social vitality of our main arterials downtown.

APPLICANT: The Live/Work units on Entwistle will be compatible with a number of non-residential (commercial/business) uses should the owner desire. Live/Work units are an important code allowance that are highly flexible and can change with the ups and downs of our economy, and with the owner's life plans and goals.

2. Please see if there are any existing mature trees on the entire site that might be saved and worked into your current landscape plans. Preserving these natural assets is important to this town.

There is a significant black walnut tree in a planned openspace. Based on its crown dimensions and assumed root zone, this tree may not be able to be saved. However, the Applicant will retain an arborist to look specifically at the tree's actual root characteristics during initial clearing and determine if saving this tree is possible.

3. Please see if you can improve the internal road system where they spill out onto Stossel Avenue and Entwistle.

APPLICANT: The two driveway access points are located mid-block, per the City's intersection separation requirements, and provide improved safety (sight distance, reaction distance) over locating them closer to existing street intersection. The driveway meets a commercial access standard.