



# CITY OF CARNATION

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## SPECIAL MEETING OF THE CARNATION PARKS & PLANNING BOARDS

### AGENDA

Ron Lundeen | Jessica Merizan | Vivian Anschell | Caroline Habell | Brianna Prokopec |  
Wayne Wallace | Daniel Enciso

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**DATE:** August 29, 2023

**TIME:** 5:00-6:50 PM

**LOCATION:** CARNATION CITY HALL, COUNCIL CHAMBERS, 4621 TOLT AVENUE

**JOIN ONLINE:**

Microsoft Teams meeting

**Join on your computer, mobile app or room device**

[Click here to join the meeting](#)

Meeting ID: 269 612 827 721

Passcode: tb93Gf

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#### AGENDA ITEMS:

1. **CALL TO ORDER** – Jessican Merizan
  
2. **ROLL CALL** – Ashlyn Farnworth
  
3. **APPROVAL OF AGENDA**
  
4. **APPROVAL OF MINUTES:** July 25, 2023 Special Meeting
  
5. **CITIZEN COMMENTS AND REQUESTS:** Comment may be provided orally by joining/calling the online meeting or in writing to [clerk@carnationwa.gov](mailto:clerk@carnationwa.gov).
  
6. **NEW BUSINESS**
  - a. Initial Onboarding
  - b. Grant Update: Get Active Stay Active Grant, Solar + Battery Storage Feasibility
  - c. DRAFT Housing Element for Comprehensive Plan
  - d. DRAFT Transportation Element for Comprehensive Plan
  - e. Tree Code Workshop - new date to be set by City Manager
  - f. Triangle Activation: Field-Trip Across the Street
  
7. **OLD BUSINESS**

**8. OTHER**

**9. NEXT MEETING**

a. September 26, 2023.

**10. ADJOURN**

**DRAFT**

City of Carnation  
2024 Comprehensive Plan  
HOUSING ELEMENT

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**CHAPTER 5 – HOUSING ELEMENT DRAFT**

***I. INTRODUCTION***

A Housing Element is one of the required elements of a Comprehensive Plan that cities must prepare in accordance with the Growth Management Act (GMA), codified at RCW 36.70A. Goal 4 of the GMA is for communities to “encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock” (RCW 36.70A.020.4). The Housing Element is the basis for ensuring new housing is available to accommodate increases in the population over the next twenty years, including housing opportunities for the full range of households.

**The Carnation Housing Needs Assessment (HNA) and Housing Action Plan (HAP) both completed in 2023 provide a more detailed analysis and strategies for Carnation’s housing. The HNA and HAP complement this element.**

**AFFORDABLE HOUSING**

Housing is defined as *affordable* if its occupants pay no more than 30% of their income for rent or mortgage payments plus utility costs. Households that pay more than 30% of their income on housing are considered “cost-burdened”, and households that pay more than 50% are considered “severely cost-burdened”. In evaluating housing affordability, the cost of housing is compared to the Area Median Income (AMI) of three segments of the population:

1. Moderate income households – those earning from 50% to 80% of the AMI. Typically these households can afford rentals without cost burden, but may have difficulty purchasing a home.
2. Low income households – those households who earn up to 50% of the AMI. Even rental housing may create cost burden for these households.
3. Very low income households – these households earn up to 30% of the AMI, and may be severely cost burdened by the price of housing.

Providing housing at costs that do not burden these households is a great challenge to communities. New housing is often priced beyond the affordability of these households, for a variety of reasons, such as limited land availability, the cost of construction, expensive utility and land development costs, etc. Land use and building code regulations can also add to the cost of new housing. Jurisdictions have undertaken a wide range of actions to promote affordable housing, including increases in density, allowing innovative housing types, fee waivers, incentive zoning, etc.

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# City of Carnation

## 2024 Comprehensive Plan

### HOUSING ELEMENT

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Perhaps the most significant action taken by the City to create opportunities for diversified housing was the installation of a public sewer system. The sewer system allows development to achieve the densities identified in the Comprehensive Plan and Zoning Map.

Preservation of existing housing stock is another way to ensure that a range of housing types can be provided. This is especially true for Carnation, where much of the existing older housing stock has traditionally been a source of affordable housing for moderate and low income households. Strategies that preserve the affordability and safety of existing housing stock will be important to Carnation in meeting its housing affordability goals.

### **VITALITY AND CHARACTER OF EXISTING NEIGHBORHOODS**

The requirements for the housing element as outlined in RCW 36.70A.070.2 include “ensuring the vitality and character of established residential neighborhoods”. The Carnation community takes great pride in its “small town” character, including the wealth of nearby open space and recreation opportunities, the scale and walkability of the community, views of the rural areas which surround the City, and the residential design characteristic of the original historic plat of the City. In addition to the Housing Element, other elements of the Comprehensive Plan identify and seek to preserve the desired qualities of Carnation while allowing for future growth consistent with this Plan. Goals and policies of the Housing Element will incorporate actions that preserve the community by:

- Providing for open spaces and natural landscapes that enhance the built environment;
- Minimizing conversion of undeveloped land into sprawling, low density housing
- Providing residential development at a scale that promotes non-vehicular access between neighborhoods and the commercial center;
- Preserving vistas;
- Maintaining compatibility between wildlife habitat and residential development;
- Protecting areas that have a higher risk of displacement from market forces that occur with changes to zoning development regulations and capital investments;
- Create equitable development initiatives, inclusionary zoning, tenant protections, land disposition policies, and consideration of land that may be used for affordable housing;
- Providing adequate housing facilities for Carnation’s increasing senior citizen community.

# City of Carnation 2024 Comprehensive Plan HOUSING ELEMENT

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While Carnation will grow and is, in fact, an “urban” area, the City’s adopted vision is a rural scale “small town” farm community that integrates residential neighborhoods with the city’s commercial area and civic institutions. The City will encourage infill housing development that is compatible with the older parts of town and that seeks to preserve Carnation’s identity. Carnation’s housing goals seek to maintain and strengthen its neighborhoods as closely-knit places where people can know their neighbors and feel that they have a degree of control over their surroundings.

At present there is a small supply of vacant land within the city limits available for residential development. Future growth within the City will consist of infill development, relatively small residential subdivisions, and the redevelopment of parcels not built currently to capacity.

This section addresses the requirements of the Growth Management Act as they pertain to the Housing Element of the Comprehensive Plan. The Growth Management Act (RCW 36.70A.070) states that the housing element of the Comprehensive Plan must recognize “the vitality and character of established neighborhoods that:

- (a) includes an inventory and analysis of existing and projected housing needs;
- (b) includes a statement of goals, policies, and objectives for the preservation, improvement, and development of housing;
- (c) identifies sufficient land for housing, including, but not limited to government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities; and
- (d) makes adequate provisions for existing and projected needs of all economic segments of the community.”

## **CONSISTENCY WITH MULTI-COUNTY AND COUNTY PLANNING POLICIES**

The Growth Management Act requires counties to create planning policies in cooperation with the cities located within them, and the cities’ comprehensive plans are required to be consistent with the adopted Countywide Planning Policies (CPPs). Similarly, Multi-county Planning Policies (MPPs) are required to be developed by two or more counties with contiguous urban populations. In our region, the Puget Sound Regional Council (PSRC) created VISION 2050, the MPPs for the Puget Sound region, in cooperation with the counties and cities. Both the King County CPPs and the PSRC MPPs have policies related to housing, especially affordable housing.

# City of Carnation 2024 Comprehensive Plan HOUSING ELEMENT

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VISION 2050, in its chapter on housing, identifies the responsibilities of local jurisdictions to "...preserve, improve, and expand housing stock in the region and to make a range of affordable, accessible, healthy, and safe housing choices available to every resident and to promote fair and equal access to housing for all people." As they possess the regulatory control over new housing development, local jurisdictions can also promote affordable housing by allowing for a wider array of housing densities and types, by streamlining permitting processes and reducing the costs of development as much as possible, by providing for adequate infrastructure, and "...by encouraging the reexamination of residential zoning to create more places for multifamily and middle density housing and to reform single family zoning to increase flexibility and opportunities."

In its Comprehensive Plan and Development Regulations, Carnation is complying with these policies by increasing lands zoned for a variety of housing densities and types, by working to reduce the costs of development through efficient infrastructure provision and permitting processes, and by providing density bonuses and subsidizing impact fees for housing that meets the definition of "affordable" over the long term for low and moderate income households. Carnation's zoning provides increased densities and various housing types within close proximity to the identified center and to transit service on SR203.

In terms of jobs/housing balance, a key concept in VISION 2050, is that Carnation "is meeting the housing needs of all households at a range of income levels in order to create a region that is livable for all residents and economically prosperous." Economic development strategies on the part of the City seek to expand local economic opportunities; however, proximity to regional job centers in Redmond, Issaquah and elsewhere in east King County may make provision of improved transit service a more efficient way to provide for employment opportunities. Transit service to Carnation and within the Snoqualmie Valley is somewhat limited, but Carnation is committed to working with other Valley cities, the Snoqualmie Tribe, Valley Shuttle and King County Metro to improve transit service for the Snoqualmie Valley as a whole.

While Carnation does not have specific programs to require green building, re-use of re-cycled materials or universal design, city policies allow permit applicants maximum flexibility within the regulatory framework of the adopted technical codes (International Building, Fire codes, etc.) and the 2012 Department of Ecology Stormwater Manual.

Stormwater management in Carnation is low impact and requires on-site infiltration. One way to promote green practices as well as provide affordable housing is to maintain existing housing stock where possible. Carnation's existing housing stock is aging and can benefit from regional providers of assistance to home-owners. The City provides information to citizens on such programs as the King County Housing Repair Programs and the Home Repair Program provided by Habitat for Humanity.

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HOUSING ELEMENT**

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However, individual property owners will make the decision whether to remodel or retrofit existing housing, and in many cases the condition of the existing housing may not lend itself to preservation.

The King County chapter on housing in the CPPs identifies an unmet need in the County for housing that is affordable to households earning less than 80% of the Area Median Income (AMI). Cities within King County are encouraged to develop strategies to increase the amount of affordable housing provided in the future, as well as to preserve existing affordable housing.

Policy H-1 of the CPPs calls for the cities within King County to work together to address the countywide need for affordable housing by percentage of AMI, as reflected in the following projected housing needs:

50 – 80% AMI (moderate)	16% of total housing supply
30 – 50% AMI (low)	12% of total housing supply
30% and below AMI (very low)	12% of total housing supply

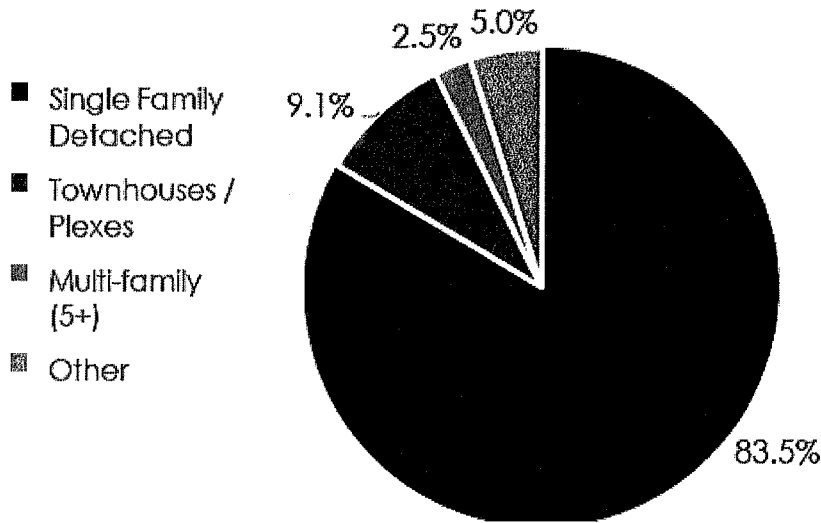
As stated in the CPP’s, “[m]eeting the county’s affordable housing needs will require actions by a wide range of private for profit, non-profit and government entities, including substantial resources from federal, state and local levels.” In concert with the CPPs, local jurisdictions are required to provide zoning capacity for a range of housing types and densities, to meet housing targets and to promote housing development within designated centers and within proximity to employment opportunities, and to preserve existing affordable housing units. The CPPs call for cities to “plan for residential neighborhoods that protect and promote the health and well-being of residents by supporting active living and healthy eating, and by reducing exposure to harmful environments”. As stated above, Carnation’s zoning provides for a range of zoning densities and housing types. The Parks and Trails plan, the scale of the City, and adopted policies that promote non-motorized access in the Transportation Element provide excellent opportunities for residents to walk and bicycle. Carnation’s location within an agriculturally rich valley also provides access to healthy eating, and a very active local Farmer’s Market is held weekly during summer months at Tolt MacDonald Park.

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HOUSING ELEMENT**

**II. INVENTORY AND ANALYSIS**

**HOUSING SUPPLY**

The existing housing stock in Carnation consists predominantly of single-family homes. Mobile homes, multi-family duplexes and apartments make up the remaining portion of the housing stock in Carnation. Within the current city limits, there are approximately 792 dwelling units. 83.5 percent are single-family homes, 9.1 percent are two-to-four-unit townhouses/plexes, 2.5 percent are 5 or more-unit multifamily dwellings, and 5 percent are mobile homes or another type. Moreover, of all units, more than 75 percent of units have either 3, 4, or 5 bedrooms (City of Carnation Housing Action Plan, 2023). The multi-family dwellings are located primarily within the older neighborhoods that are within a few blocks of SR203 (Tolt Avenue). The Mobile Home Park is located in the northeastern portion of the City, just east of the Snoqualmie Valley Trail. The rest of the City's neighborhoods are predominantly single family, especially east of the Snoqualmie Valley Trail.



As identified in Table H-1, the majority of Carnation's households (85 percent) are owner occupied. This is higher than the overall figure for the state (69 percent).

**Table H-1  
Owner Occupied vs. Renter Occupied in City Limits**

Housing Type	Units	% of Total
<b>Owner Occupied</b>	664	85%
<b>Renter Occupied</b>	167	15%

*Source: U.S. Bureau of the Census, 2020.*



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Carnation's housing stock is aging, with the majority of houses built before 2000 (84%) (City of Carnation Housing Action Plan, 2023). Approximately 16% of Carnation's housing was built prior to 1960, and another 20% between 1960 and 1980. After this, about 30% was built in the 1990s, including the Swiftwater and River's Edge subdivisions, as well as several smaller developments such as Cascade View, Carnation Meadows, and the Tallman subdivision. Development from 2000 to 2013 was limited to very few new homes, due to lack of infrastructure until 2008 when the sewer system became operational, and then as a result of the significant downturn in the economy that left little demand for new housing for several years.

Since 2014, new development has made up about 11% of Carnation's housing stock. From January 2019 to June 2022, the City has permitted 223 net new units. Current projects in progress include Tolt River Terrace, Tolt Place, Sno-Valley Senior Housing and 85 Degrees. This new construction will change the statistics on the age of the housing stock.

While Carnations' homes tend to be larger than the King County average, housing size varies within the city. The older neighborhoods tend to have smaller homes, especially the original plat near SR203. Homes in that neighborhood were built over a one hundred year period, and are quite varied as to size, design, etc. The newer neighborhoods tend to be larger and have more modern amenities.

The vacancy rate provided by the Selected Housing Characteristics table from the 2020 Census is 3.0%. King County vacancy rate is given as 5.5% in the same table. Vacancy rates have likely varied over the past few years, with higher vacancy rates in evidence during economic downturns while lower vacancy rates accompany economic booms. Currently, there appear to be a few homes for sale and/or rent within city limits, so it can be assumed that the vacancy rate is low at this time which also reflects the recent housing boom.

**Refer to the Housing Market section of the Carnation Housing Needs Assessment created in 2023 for a more detailed description of the housing supply.**

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Table H-2 shows the distribution of rental prices in the City according to the 2020 Census. The median monthly cash rent in Carnation is shown as \$1,426. King County median monthly cash rental is \$1,695.

**Table H-2  
Monthly Cash Rent for Rental Units - 2020**

CASH RENT	# OF UNITS	% OF TOTAL
\$500 - \$749	14	9.1%
\$750 - \$999	76	49.4%
\$1,000 - \$1,499	32	20.8%
\$1,500 or more	32	20.8%
Total Occupied Units	118	
MEDIAN RENT		\$1,426

*Source: U.S. Bureau of the Census, 2020. Selected Housing Characteristics .*

**HOUSING NEEDS**

As described above, Carnation’s 2022 population of 2,160 represents an increase from the 2010 population, due most likely to the booming housing market and new development within the area. The average household size is 2.77 persons per household according to the 2020 Census. This is significantly higher than the King County average household size of 2.44 and is likely due to the prevalence of families with young children.

In general, Carnation neighborhoods are great places for families with children. Of Carnation’s households, 31% have household members 18 years or younger. For all households in King County, 19.8% have household members 18 or younger.

In addition, Carnation also has a growing senior citizen population, with approximately 45% of the population at (11% ages 65+) or nearing (34% ages 50-64) “retirement age” (City of Carnation Housing Action Plan, 2023). With the increasing aging population, Carnation will continue to look at ways to enable seniors to age in place. The commitment to making it easier to build ADUs is one way Carnation is addressing this issue. Additionally, the Sno Valley Senior Housing project will provide 15 affordable senior housing units. This project is slated for completion in Summer 2024.

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At this time, there are no group housing facilities in Carnation.

The below table shows households by income level relative to median family income.

FY 2022 Income Limit Area	Median Family Income	FY 2022 Income Limit Category	Persons in Family							
			1	2	3	4	5	6	7	8
Seattle- Bellevue, WA HUD Metro FMR Area	\$134,600	Very Low (50%) Income Limits (\$)	45,300	51,800	58,250	64,700	69,900	75,100	80,250	85,450
		Extremely Low Income Limits*	27,200	31,050	34,950	38,800	41,950	45,050	48,150	51,250
		Low (80%) Income Limits (\$)	66,750	76,250	85,800	95,300	102,950	110,550	118,200	125,800

***The Affordable Housing Gap: Current Housing Costs Compared with Income***

Many of Carnation’s households are burdened by the cost of their housing and pay more than a third of their annual income towards the cost of their housing. For instance, as of 2019 (the latest year for which detailed estimates are available), approximately 25 percent (197 households) of Carnation’s 782 households were cost burdened. Of these cost burdened households, renter households are much more likely to pay more than a third of their income toward housing, with 53 percent of renter households being cost burdened, compared to 20 percent of households who live in owner-occupied units.

Using the more stringent “severe cost burden” threshold (households paying more than 50 percent of their income in rent or housing costs), 14 renter households (all making 50 percent or less of the median family income) and 39 owner households are severely cost burdened. This is a total of 53 households, or about 7 percent of the city’s households.

**III. FUTURE HOUSING NEEDS**

**POPULATION TRENDS**

The population of Carnation from 2022 (2,160 people) represents a slight increase from 2010 (2,081 people). This trend is expected to continue in future years, as new developments occur in Carnation. The population projections contained in the Land Use Element form the basis for the projections in the Housing Element. Future population growth was projected by estimating the number of new dwelling units that can be built over the next twenty years based on the Zoning Map adopted by the City in 2018, multiplied by the average number of persons per household.

While future projections that are specific to Carnation are not available for specific demographic groups, it is safe to assume that Carnation will continue to attract families with young children. Similarly, given the general aging of the population, and Carnation’s attractive qualities of rural scale, walkability and the presence of the Sno-Valley Senior Center, households with senior’s present will continue to be an important segment of Carnation’s population. The City will continue to ensure its

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policies encourage development of housing and neighborhoods that are healthy and sustainable for both young families and seniors.

Future growth within the City also depends upon economic conditions. While there are not that many employment opportunities within the City, a strong local economy and job centers within a close commute support future housing development within Carnation. Retirees who do not need to be within commuting distance to a job may also find Carnation an attractive location to live, given its amenities and services that are well suited to seniors.

**RESIDENTIAL CAPACITY**

The Growth Management Act (GMA) requires that local jurisdictions' comprehensive plans be consistent with targets for new households developed by counties and adopted in countywide planning policies (CPPs). The King County CPPs include a target for new residential development that is assigned to each city.

The GMA has given the City of Carnation a housing target of 799 units by 2044. With an average of 2.77 people occupying each unit, this translates to a population growth of an additional 2,213 people. This would bring the population of Carnation to 4,380, which nearly doubles the current population of 2,167.

The City of Carnation proposes and embraces a more realistic alternative, consistent with the character the Carnation community wishes to preserve. We propose a base of 361 homes as a precursor to the 799. This would add an additional 1,000 people to our current population.

**Current Number of Households: 800**

**Current Population: 2,167 people**

GMA Goal by 2044: 799	City Goal by 2044: 361
@2.77 people per household = 2,213 Population Growth	@2.77 people per household = 1,000 population Growth
Total Population = 4,380	Total Population = 3,167

# City of Carnation 2024 Comprehensive Plan HOUSING ELEMENT

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With the exception of the mobile home park zone, the high-density residential designation zones allow single family, multi-family, townhouses or cottage housing developments, at densities ranging from 8 to 24 units per acre. Carnation's flexible approach to higher density residential development provides for a variety of housing products. This variety of housing types coupled with higher density will help meet a wide range of housing demand, in terms of cost, size and housing product.

## **Specific Housing Action Strategies for the Short-Term**

- Encourage a wide variety of housing types by making it easier to build ADUs.
- Improve the regulatory environment for permits by considering SEPA exemption options.
- Prevent and mitigate displacement by preserving existing affordable housing and help people stay in their homes.

**The complete Housing Action Plan (HAP) should be referenced for more information.**

## **AFFORDABLE HOUSING**

The Growth Management Act, Vision 2050 (the Multi-County Planning Policies developed by the Puget Sound Regional Council), the King County Countywide Planning Policies and the City of Carnation housing policies all require the City to provide zoning for a range of housing to serve all segments of the future population. Carnation has taken action in a variety of ways to comply with this policy directive, including providing infrastructure to support future housing growth, providing zoning for a range of housing densities and types, reducing costs of infrastructure where possible, and providing incentives for affordable housing.

In 2008, Carnation was able to install a public sewer system to serve the City limits, thus allowing development at the densities identified in the city's Zoning Map. Carnation provides both water and sewer to its residents. Both water and sewer systems have adequate capacity to serve future growth.

Currently the majority of Carnation's housing is provided in single family neighborhoods with allowed densities ranging from 2.5 units per acre to 6 units per acre. Future development allowed by the Zoning Map provides a significant increase in capacity in both non-single family housing types as well as single family development at higher densities. The R12 zone allows densities at approximately 12 units per acre, and would support cottage housing or townhouse development. The R24 zone allows housing at a maximum density of 24 units per acre, and allows apartments and townhouse development in addition to single family detached housing on small lots.

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**HOUSING ELEMENT**

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The R6 zone, which allows housing with a minimum lot size of 5,000 square feet, could provide housing affordable to those in the moderate income bracket. While there is no method of guaranteeing that housing at any of these densities will meet the definition of affordable to low or moderate income households, it does give opportunities for a more diverse array of housing options.

Two current developments in progress, 85 Degrees and Tolt River Terrace, have townhomes and duplexes as part of their housing options.

In addition to increased densities, Carnation also supports a variety of housing types. The city's development regulations allow for apartments, townhomes, small lot single family detached housing (similar to cottage housing) and accessory dwelling units, which are also allowed in all single family zones. A density bonus is available for housing that meets the definition of affordable to low and moderate income households.

The CPPs identify the countywide needs for affordable housing as follows: 16% of the City's housing capacity should be affordable for moderate income households; 12% for low income and another 12% for very low income households.

Although the City supports affordable housing options, it requires public or private providers to build housing affordable to low and very low income households. The City's density bonus for affordable housing makes this type of development more feasible for builders and developers.

In summary, Carnation's zoning, regulations and policies combined with localized housing market conditions may be effective at lowering housing costs. Housing for low and very low income households is more of a challenge and requires a builder who wants to develop affordable housing in Carnation.

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HOUSING ELEMENT**

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**IV. GOALS AND POLICIES**

An analysis of existing housing and projected needs in the previous sections highlighted the areas of concern and opportunities for Carnation. The inventory and analysis contained in the Element provides information from which to develop goals and policies to achieve the City's housing needs.

**GOAL H1**

**Ensure adequate housing for all current and future residents of Carnation by achieving and maintaining a high quality residential housing stock.**

Policy H1.1 Encourage a mixture of dwelling unit types in appropriate areas.

Policy H1.2 Preserve the city's existing housing stock through code enforcement, appropriate zoning, and participation in rehabilitation programs.

Policy H1.3 Encourage the installation of appropriate supporting infrastructure including transit service in areas that are designated for higher density housing.

Policy H1.4 Endorse efforts by others such as the Senior Center to secure federal and/or state funds to provide housing for elderly and disabled citizens.

Policy H1.5 Work with preservation partners for the protection of historically significant housing sites and structures, including structures that are significant examples of the architectural design of their period.

**GOAL H2**

**Encourage the provision of housing in a wide range of costs, with emphasis on housing units provided to low and moderate-income households.**

Policy H2.1 Review residential development regulations and revise as necessary to encourage a variety of housing densities and types.

Policy H2.2 Encourage new residential development in and near the downtown area.

Policy H2.3 Encourage multi-family development where it can serve as a buffer between higher density uses and surrounding low-density residential development.

Policy H2.4 Encourage Accessory Dwelling Units in single-family residential zones.

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Policy H2.5 Compile, and make available, housing and housing agency services information to assist both low- and moderate-income families in finding housing rehabilitation programs and to assist non-profit developers in locating suitable sites for affordable housing.

Policy H2.7 Encourage public, private and non-profit associations and joint public-private partnerships to enter the low and moderate-income housing market.

Policy H2.8 Enact local development standards and regulations which are in keeping with the city's vision, but do not unnecessarily add to housing costs.

Policy H2.9 Encourage local participation in public and private programs that facilitate home ownership by low and moderate-income families.

**GOAL H3**

**Encourage residential design and development that strengthens the Carnation community and its rural city identity.**

Policy H3.1 Encourage infill development that is consistent with traditional structural design and building materials.

Policy H3.2 Encourage preservation of visual landscapes.

Policy H3.3 Maintain compatibility between wildlife habitat and residential development.

Policy H3.4 Encourage neighborhood design that promotes connectivity between neighborhoods and links residential development to the downtown in a walkable community.



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City of Carnation  
2024 Comprehensive Plan  
Transportation Element

**Chapter 7 – TRANSPORTATION ELEMENT DRAFT**

***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 Capital Facilities Element, 2022 STIP and 2021 Transportation Improvement Plan contain 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 2050.

**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.**

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**City of Carnation  
2024 Comprehensive Plan  
Transportation Element**

- 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.
- 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 T1.3 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 T1.4 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 T1.5 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 T1.6 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 T1.7 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 T1.8 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 T1.9 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

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in the Comprehensive Plan including transit that is affordable, accessible, convenient, safe, and dependable. Improvements that will serve the Town Center and that promote economic viability for the community will be given highest priority.

Policy T1.10 The City will fund projects only when incorporated into the City budget, as adopted by the City Council.

Policy T1.11 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.**

The city will partner with other cities and stakeholders on similar transportation policies and goals to ensure transit and transit infrastructure is accessible, affordable, convenient, dependable, and safe for its residents, businesses, and tourists.

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 support the increase of service frequency for all applicable modes of transit.

Policy T2.5 The city will assess the feasibility of public transit to serve individuals in Ames Lake Road, Carnation Farms Road, and Tolt Hill Road, in order to better connect these residents to their jobs, medical facilities, and shopping opportunities.

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- Policy T2.6 The city will advocate for greater transit connections to Redmond Transit Center, Redmond Light Rail station when it opens in 2025, and Bear Creek Park & Ride.
- Policy T2.7 The City will ensure that transit and transit infrastructure is available for tourists/visitors, especially to key destinations within the Valley such as Remlinger Farm and Snoqualmie Falls.
- Policy T2.8 The City will work with King County, WSDOT, the Snoqualmie Tribe, mobility coalitions, and other local jurisdictions in improving transit service and adequately siting park and ride and park and pool lots in the Carnation area.
- Policy T2.9 The City will minimize potential conflicts between bicycle and automobile traffic by providing signage at intersections of bike trails with roadways.
- Policy T2.10 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 T2.11 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.
- Policy T2.12 The City will include the need to accommodate bicycles safely in its management and design of the City-street network, including designating bicycle routes throughout the city.
- Policy T2.13 The City will encourage the siting of bicycle-related commercial activities in the Central Business District and Mixed-Use areas.
- Policy T2.14 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**

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**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:
- Implementing design standards for commercial development along SR203 which encourages 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 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 and implement traffic calming measures on SR203 through the city to increase public safety and enhance local mobility yet maintain the regional movement of traffic through the city.

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- 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 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

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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 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 ride sharing information. Cooperate with major employers located outside the City with their ride sharing 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

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maximize the goods and services that are locally available; by working with partners such as King County, the Snoqualmie Tribe, mobility coalitions, and the other Snoqualmie Valley cities to create transit service that provides accessible, affordable, safe, dependable, and convenient alternatives to driving; 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 the 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.
- 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 streetlights 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.



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- 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 link 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 landowners 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.