



CARNATION PLANNING AND PARKS BOARD AGENDA Regular Meeting

*Co-Chair Ron Lundeen, Co-Chair Jessica Merizan, Vivian Anshell, Daniel Enciso,
Caroline Habell, Brianna Prokopec, John Roberts, Wayne Wallace*

DATE: September 26th, 2023

TIME: 5:00 PM – 7:00 P.M.

LOCATION: Carnation City Hall (4621 Tolt Avenue, Carnation, WA 98014)

AGENDA:

1. CALL TO ORDER – Ron Lundeen

2. ROLL CALL – Ashlyn Farnworth

3. APPROVAL OF AGENDA

4. APPROVAL OF MINUTES

- a. July 25, 2023 meeting
- b. August 29, 2023 meeting

5. CITIZEN COMMENT & REQUESTS: *Comments may be submitted in advance by writing or e-mailing clerk@carnationwa.gov, or made in person, or by telephone or computer connection at the time of the meeting. Individual comments shall be limited to three minutes.*

6. PRESENTATIONS

7. NEW BUSINESS:

- a. River's Edge Park
- b. Transportation Element
- c. Evacuation Drill Event
- d. Mobile Home Park Code
- e. Update on City Council guidance for Planning & Parks Board

8. FUTURE AGENDAS:

- Regular Meeting: October 24th, 2023

9: ADJOURNMENT – Ron Lundeen



CARNATION PLANNING AND PARKS BOARD Regular Meeting Minutes 07-25-23

Ron Lundeen, Jessica Merizan, John Roberts, Vivian Anschell, Caroline Habell, Brianna Prokopec, Wayne Wallace, Daniel Enciso

1. CALL TO ORDER: Ron Lundeen

At: 5:32 P.M.

2. ROLL CALL: Ashlyn Farnworth

Present: Ron Lundeen, John Roberts, Wayne Wallace, Daniel Enciso. Jessica Merizan, Caroline Habell, and Vivian Anschell are present via Microsoft Teams.

Not Present: Brianna Prokopec

3. APPROVAL OF AGENDA

MOTION BY RON LUNDEEN SECOND BY JOHN ROBERTS TO APPROVE THE AGENDA. MOTION PASSED (7-0).

4. APPROVAL OF MINUTES:

a) June 27th, 2023 – Special Meeting of the Planning Board and Parks Advisory Board

MOTION BY RON LUNDEEN SECOND BY JOHN ROBERTS TO APPROVE THE MINUTES. MOTION PASSED (7-0).

5. CITIZEN COMMENT & REQUESTS: *Comments may be submitted in advance by writing or e-mailing clerk@carnationwa.gov, or made in person, or by telephone or computer connection at the time of the meeting. Individual comments shall be limited to three minutes.*

- Jules Hughes provided comments.

6. PRESENTATIONS:

a) Schefer Project – City Manager Ana Cortez

City Manager Ana Cortez presented the Schefer Property Project made in conjunction with the Remlinger Group. The Board provided feedback.

7. NEW BUSINESS:

a) Structure of board meetings



- Board members with terms that expire December 31st, 2025: Jessica Merizan, John Roberts, Ron Lundeen, Vivian Anshell
- Board members with terms that expire December 31st, 2027: Daniel Enciso, Wayne Wallace, Brianna Prokopec, Caroline Habell
- All terms will be four years thereafter.

MOTION BY RON LUNDEEN SECOND BY DANIEL ENCISO TO DETERMINE THE TERM LENGTH OF EXISTING AND FUTURE BOARD MEMBERS. MOTION PASSED (7-0).

b) Nominate Committee Chair(s) and Co-Chair(s)

RON LUNDEEN OPENS THE FLOOR FOR NOMINATIONS FOR CO-CHAIRS.

RON LUNDEEN NOMINATES JESSICA MERIZAN FOR CO-CHAIR OF PARKS.

JESSICA MERIZAN NOMINATES RON LUNDEEN FOR CO-CHAIR OF PLANNING.

RON LUNDEEN CLOSES THE FLOOR FOR NOMINATIONS FOR CO-CHAIRS.

MOTION BY RON LUNDEEN SECOND BY CAROLINE HABELL TO APPOINT JESSICA MERIZAN AND RON LUNDEEN AS CO-CHAIRS OF THE PLANNING AND PARKS BOARD. MOTION PASSED (7-0).

Board Assigns Positions as follows:

- Position 1: Vivian Anshell
- Position 2: Daniel Enciso
- Position 3: Caroline Habell
- Position 4: Ron Lundeen – Chair of Planning
- Position 5: Jessica Merizan – Chair of Parks
- Position 6: Brianna Prokopec
- Position 7: John Roberts
- Position 8: Wayne Wallace

c) Set board meeting dates through the end of the year.

- Planning and Parks Board Meetings will be every Fourth Tuesday of the month from 5:00 P.M.- 7:00 P.M.
- The Board will meet the second week in November in lieu of the Fourth Tuesday of the month.
- The Board will skip the December meeting.



MOTION BY RON LUNDEEN SECOND BY DANIEL ENCISO TO SET THE ABOVE DATES AND TIMES FOR MEETINGS. MOTION PASSED (7-0).

d) Set date for tree code work session.

- August 22nd transportation and Housing Drafts
- Second Tuesday of September Special Meeting: Tree Code 5:00 P.M. – 7:00 P.M.

e) DRAFT Housing Element for Comprehensive Plan

f) Social media overview

8. NEXT MEETING

a) To Be Determined

- Next Meeting will take place August 22nd at 5:00 P.M.

9. ADJOURNMENT

CARNATION PLANNING AND PARKS BOARD AGENDA Special Meeting Minutes

*Co-Chair Ron Lundeen, Co-Chair Jessica Merizan, Vivian Anshell, Daniel Enciso,
Caroline Habell, Brianna Prokopec, Wayne Wallace*

DATE: August 29th, 2023

TIME: 5:00 PM – 7:00 P.M.

LOCATION: Carnation City Hall (4621 Tolt Avenue, Carnation, WA 98014)

AGENDA:

1. CALL TO ORDER – Jessica Merizan

CO-CHAIR JESSICA MERIZAN CALLED THE MEETING TO ORDER AT 5:07

2. ROLL CALL – Community Economic Developer Principal Rhonda Ender

PRESENT: WAYNE WALLACE, VIVIAN ANSHELL, RON LUNDEEN, JESSICA MERIZAN, DANIEL ENCISO, BRIANNA PROKOPEC

ABSENT: CAROLINE HABELL

3. APPROVAL OF AGENDA

4. CITIZEN COMMENT & REQUESTS: *Comments may be submitted in advance by writing or e-mailing clerk@carnationwa.gov, or made in person, or by telephone or computer connection at the time of the meeting. Individual comments shall be limited to three minutes.*

5. NEW BUSINESS:

- Activation of the Triangle Lot Discussion

CITY MANAGER ANA CORTEZ AND COMMUNITY ECONOMIC DEVELOPMENT PRINCIPAL LEADS WALKING TOUR TO THE TOLT TRIANGLE LOT

DISCUSSION OF POSSIBLE OPTIONS TO ACTIVATING THE LOT FROM BOARD MEMBERS

BRAINSORMING SESSION FOR LOT ACTIVATION:

- FOOD TRUCKS
- STRING LIGHTS
- PERMANENT TABLES
- COVERED AREA

- CONTAINER BATHROOMS
 - o POTENTIAL PROBLEMS WITH CITY BATHROOMS
 - o CONSIDER VISIBILITY
 - o BATHROOM
 - PANELS/WALLS ALONG TOLT AVE
 - o ENSURE PEDESTRIAN SAFETY
 - o SOUND BLOCKING
 - o FENCING
 - o TEMPORARY PLANTING BOXES
 - o SHRUB
 - PERMANENT FIREPLACE
 - o COVERED SEE THROUGH FIREPLACE FOR KID SAFETY
 - CHAIRS/SEATING AREA
 - CONSIDERATION FOR NATIVE PLANTS
 - ASTROTURF
 - TREE BOXES/PICNIC TABLE
 - o MOVEABLE TREE BOXES
 - o TREE NURSERY
 - FIREPIT & WATER FEATURES COULD BE ADDED LATER AFTER THE SPACE IS ACTIVATED
- Grant Update: Get Active Stay Active Grant, Solar + Battery Storage Feasibility

COMMUNITY ECONOMIC DEVELOPMENT PRINCIPAL RHONDA ENDER
UPDATES BOARD ON GRANTS RECEIVED

RECEIVED KC GRANT FOR SUMMER CAMPS STARTING IN SUMMER
2024 CALLED GET ACTIVE STAY ACTIVE

DEPARTMENT OF COMMERCE AWARDED A GRANT FOR SOLAR +
BATTERY STORAGE FEASIBILITY – ANY PUBLIC BUILDINGS LOOK AT
POTENTIAL FOR SOLAR

- Initial Onboarding

MULTI-PHASE ONBOARDING FOR THE MERGED BOARD
DISCUSS PURPOSE AND MISSION OF THE BOARD
DISCUSSION OF BOARD CONDUCT AND SEEKING CLEAR DIRECTION
FROM COUNCIL

PROPOSAL TO DEVELOP PARKS AND PLANNING BOARD GOALS AND
CREATING A SPACE FOR NEW IDEAS

TWO DIFFERENT AVENUES OF COMMUNICATION

- SELF INITIATED AND SENDING TO COUNCIL

- FOLLOWING DIRECTION FROM COUNCIL

- Tree Code Workshop – new date to be set by City Manager

WORKSHOP – SEPTEMBER 12TH DATE THAT WAS PENCILED IN,
RESCHEDULE TO A SATURDAY FOR COMMUNITY INVOLVEMENT
MORE INFORMATION TO COME

- DRAFT: Housing Element for Comprehensive Plan

COMMUNITY ECONOMIC DEVELOPMENT PRINCIPAL RHONDA ENDER
INTRODUCES THE HOUSING ELEMENT

REQUEST FOR MORE SPECIFICATION/DETAIL ON THE SENIOR PLAN
QUESTIONS ABOUT HOUSING ACTION PLAN – COUNCIL AGREED ON
THE HOUSING ACTION PLAN AS A WORKING DOCUMENT

REQUEST FOR ADDRESSING DIVERSITY OF DWELLING UNITS

INQUIRY FOR MEDIAN HOME VALUE IN 2023 – NUMBER WAS INCLUDED
IN 2015 ELEMENT BUT NOT INCLUDED IN THIS DRAFT

PROPOSAL FOR REZONING PROCESS THAT ENCOURAGES SMALLER
HOMES/LOT SIZES – IN THEORY MORE AFFORDABLE

- DRAFT: Transportation Element for Comprehensive Plan
PUSHED TO NEXT AGENDA

MOTION TO PUSH TRANSPORTATION ELEMENT TO NEXT AS WELL AS
APPROVAL OF MEETING MINUTES FROM July 25th MEETING TO THE
NEXT MEETING BY RON LUNDEEN
SECOND BY DANIEL ENCISO
MOTION PASS 0-7

6. FUTURE AGENDAS:

- Regular Meeting: September 26th, 2023

7. ADJOURNMENT – Jessica Merizan

JESSICA MERIZAN ADJOURNED THE MEETING AT 7:06

**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.

Policy T1.1 A minimum level of service standard D for arterial intersections, and a level of service standard D for State highway intersections, .76 to 1.0 passengers per seat for vanpool services.

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Transportation Element**

- 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 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.

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- 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.
- 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.

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Transportation Element**

- 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 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:

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- 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.

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.

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Transportation Element**

- 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 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

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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 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

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Transportation Element**

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.

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.

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- 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.

SEATTLE'S TOLT DAM HAS EXPERIENCED SIX FAULTY
ALARM INCIDENTS SINCE 2020. WHAT DO YOU THINK?

EVACUATION DRILL AND CITY OF SEATTLE FORUM



SEPTEMBER 30, 2023

10:00-1:00 COMMUNITY DISCUSSION

1:00-2:30 EVACUATION DRILL

LOCATION: TOLT MIDDLE SCHOOL
3740 Tolt Ave, Carnation, WA 98014

SEATTLE CITY COUNCIL AND MAYOR HAVE BEEN INVITED TO
HEAR FROM YOU. LET'S SHOW THEM THE IMPORTANCE OF OUR
SAFETY BY FILLING THE AUDITORIUM!!

SB 5198: Promoting the Preservation of Mobile Home Communities as Affordable Housing

To address concerns about the loss of existing affordable housing, [SB 5198](#) strengthens rules to give mobile homeowners (or a qualified tenant organization) the opportunity to purchase mobile home communities when the park owners propose closure or conversion. The new law includes the various procedural steps and timelines that the mobile home community owners must take to comply.

CITY OF CARNATION

ORDINANCE NO. XXX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CARNATION, WASHINGTON, AMENDING SECTIONS 15.40 PERMISSIBLE USES AND 15.50 AFFORDABLE HOUSING TO FURTHER PROTECT MOBILE HOME PARKS IN CARNATION.

WHEREAS, the City of Carnation wishes to protect affordable housing units and its own current inventory of affordable housing; and

WHEREAS, the City of Carnation recognizes that Mobile Home Parks serve a segment of the market that may not be able to access market rate housing; and

WHEREAS, the City of Carnation understands the importance of SB 5198 in the promotion and Preservation of Mobile Home Communities as Affordable Housing; and

WHEREAS, the residents of Carnation Mobile Haven Mobile Home Park; have requested policy measures that protect Mobile Haven Mobile Home Park.

NOW, THEREFORE, be it resolved by the City Council of the City of Carnation as follows:

SECTION

1. Carnation Municipal Code 15.40 Permissible Uses is amended to include new language as indicated in Exhibit A.
2. Carnation Municipal Code 15.50 Affordable Housing is amended to include new language as indicated in Exhibit A.
3. If any section or part of this Ordinance is declared unlawful, the remainder of this Ordinance shall remain in full force and effect.

This ordinance shall be in force and effect from and after its passage and five (5) days following its publication by summary or posting as provided by law.

PASSED by the City Council of the City of Carnation and **APPROVED** by the City Council this
Xx day of xx, 2023.

City of Carnation

By _____

Jim Ribail, Mayor

ATTEST:

By _____

Ana Cortez, City Manager

Chapter 15.50 - AFFORDABLE HOUSING

15.50.010 - Purpose.

The purpose of this chapter is to encourage the construction, ~~and~~ maintenance and protection of affordable housing, mobile home parks and affordable senior housing. through the use of residential density incentives This chapter advances this purpose by:

- A. Defining in quantified terms the density incentives achievable by the development of affordable housing and affordable senior housing;
- B. Establishing a calculation methodology to compute density incentives for developments that provide affordable housing or affordable senior housing;
- C. Establishing appropriate development standards that are consistent with and will advance the city's comprehensive plan goals; and
- D. Establishing an efficient, streamlined review process that will allow evaluation of proposed density increases simultaneously with an applicant's underlying development proposal, while affording an appropriate opportunity for public review and comment.
- E. Establishing specific required actions for selling a mobile home park.

Chapter 15.40 PERMISSIBLE USES

15.40.110- RMHP ZONE USES. **Mobile home parks, manufactured housing community, and manufactured/mobile home community.**

A. Permitted uses

- 1. Class A, B and C mobile home.
- 2. Single-family detached (no permanent foundation allowed).

B This section shall apply to the placement of manufactured homes, mobile homes, RVs, park models, and tiny homes in designated developments where individual spaces are leased or rented, but not sold to the occupants. This shall include:

- 1. Mobile home parks;
- 2. Manufactured housing communities; and
- 3. Manufactured/mobile home communities.

C. Permitted uses in a mobile home park, manufactured housing community, or manufactured/mobile home community may include:

1. Manufactured homes, mobile homes, RVs, park models, tiny homes, and campers;
2. Parks and playgrounds;
3. Clubhouses, community centers, and recreation facilities for the primary use of park residents; and
4. One single-family dwelling for the primary use of a manager or caretaker responsible for maintaining or operating the property.

D. Permitted accessory uses in a mobile home park, manufactured housing community, or manufactured/mobile home community include:

1. Garages and carports;
2. Garden house, tool shed, playhouse, or greenhouse not used for commercial purposes;
3. Any use customarily incidental to a permitted principal use, i.e., the sale of new manufactured homes for use within the park; and
4. Home business when in compliance with Section 14.60.150.