



## CARNATION CITY COUNCIL AGENDA Special Meeting Minutes: 08-22-23

*Mayor Jim Ribail, Deputy Mayor Tim Harris, Ryan Burrell, Dustin Green, Adair Hawkins*

- 1. CALL TO ORDER:** Mayor Jim Ribail  
At: 6:30 PM

Present: Councilmember Burrell, Councilmember Green, Mayor Ribail, Deputy Mayor Harris, Councilmember Hawkins

- 2. APPROVAL OF AGENDA:** Mayor and Council  
MOTION BY DEPUTY MAYOR HARRIS SECOND BY COUNCILMEMBER GREEN TO APPROVE THE AGENDA. MOTION PASSED (5-0).

MOTION BY DEPUTY MAYOR HARRIS SECOND BY COUNCILMEMBER GREEN TO AMEND THE AGENDA BY ADDING A PRESENTATION FROM SEATTLE PUBLIC UTILITIES AFTER THE PUBLIC HEARING. MOTION PASSED (5-0).

### **SEATTLE PUBLIC UTILITIES ADDRESSING TODAY'S 8/22/23 FALSE DAM ALARM**

- SPU representatives reported that a false alarm was set off by a tech earlier today (08/22).
- The false alarm caused emergency alerts that went out on PulsePoint.
- NORCOM is addressing the PulsePoint notifications that went out.
- Council Addressed the Community's need for an immediate fix to this problem.
- Citizens provided questions and feedback to SPU representatives.

- 3. PUBLIC HEARING:**

***NOTICE IS HEREBY GIVEN*** that the Carnation City Council will hold a public hearing to receive and consider public comment regarding a potential Development Agreement with The Remlinger Group for the Property referred to as King County Parcel No. 1625079073 (The Schefer Property).

*A copy of the Proposed Developers Agreement can be found in the Agenda Packet, on our website, or at City Hall. The hearing is open to the public. All interested persons are encouraged to listen and/or attend the public hearing and to provide oral and/or written comments. Oral comment will be limited to 3 minutes per person.*

- Sara Clark provided comment.
- Ryan McClune provided comment.
- Heather Young provided comment.
- David Remlinger provided comment.
- Kevin Fitts provided comment.
- Jessica Merizan provided comment.
- Drake Remlinger provided comment.
- Nathan Sherfey provided comment.
- Jules Hughes provided comment.
- Shirley Doolittle provided comment.
- Debbie Green Provided comment.
- Comments submitted prior to Public Hearing through email:
  - Brian Bodenbach submitted comment.
  - Keith Porter submitted comment.
  - Keith Leiker submitted comment.
  - Jennifer Hargrove submitted comment.
  - Jules Hughes submitted comment.

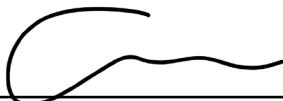
**4. ADJOURNMENT:** Mayor Jim Ribail  
At: 7:59 P.M.

**Approved at the regular meeting of the Carnation City Council on September 19th, 2023.**

  
Jim Ribail (Page 11, 2023 16:48 PDT)

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**MAYOR JIM RIBAIL**

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**CITY MANAGER ANA CORTEZ**



# SCHEFER PUBLIC HEARING

From Special Meeting  
August 22<sup>nd</sup>, 2023

## TRAFFIC

- Inquiry on maintenance for the street and who will fund the maintenance.
- Concern on road capacity and traffic control.

## ENVIRONMENT

- Emphasis on walking trail.
- Environmental concerns.
- Maximize space zoned.
- Developer emphasis on FEMA.
- Remlinger emphasis on preservation and partnership.
- Design/ ecological standards.

## SAFETY

- Floodplain concern.
- Timeline concern.
- Drawbacks.
- Trust and admiration expressed towards Gary Remlinger.

## ECONOMIC

- Opportunity to increase and expand.
- Development creates more jobs
- City responsibility to steward the land.
- Proposal to interview small businesses for potential space use.
- Benefit of additional jobs.

## COMMUNITY

- Community lens.
- Utilize Parks and Planning Board.
- Developer emphasis on partnership and transparency with the City.
- Developer factors in community feedback.
- Sustain agricultural character of the City.
- Inquiry on dog park.



Date: August 22, 2023

From: Brian Bodenbach

To: Carnation City Clerk

Subject: Comments for Public Hearing, August 22, 2023 Regarding a potential Development Agreement

**Note: This document was originally presented to the city clerk on August 3, 2023 for a public hearing that was scheduled for the same date but was abruptly cancelled. Highlighted text in this document reflect actions taken by city officials after this document was initially presented.**

Please include this document as part of public record for the above public hearing.

I support and appreciate efforts to diversify and increase revenue generation to the city to lessen financial burden on its citizens.

What I do not support is the selling of publicly owned land in order to achieve these financial goals. In an area of the country where land values are at a premium and are rising rapidly, the value of retaining publicly owned land for future public use is incalculable. When the subsequent development of those lands will result in a significant environmental impact and exacerbate a known and widely recognized impact on public health, the public benefit from the sale and subsequent development of those lands comes into question.

This proposed Development Agreement involves a piece of public land which lies within the 100-year floodplain of the Snoqualmie river. Any development of this site will, by the current proposed developer of the site's own admission, require a significant amount of fill to prevent future flooding of the site. Efforts to mitigate for loss of floodplain values are often inadequate and sometimes impossible to achieve. As a result, this proposed Development Agreement creates a significant environmental impact.

There is insufficient information about the handling of stormwater and the amount of fill needed to have a proper public review of this proposed Development Agreement.

Much of the site identified in this proposed Development Agreement lies within the 100-year floodplain of the Snoqualmie river. This proposed Development Agreement will result in a significant environmental impact. This proposed Development Agreement is not categorically exempt under statute from SEPA (State Environmental Policy Act) threshold determination review and EIS (Environmental Impact Statement) requirements. Therefore, I request that the city not move forward with any Development Agreement until a SEPA threshold determination has been undertaken and any EIS requirements fulfilled.

This proposed Development Agreement will add to and exacerbate the phenomena known as the urban heat island effect. This Development Agreement twice refers to efforts to "maximize the footprint of the project." This translates into maximizing heat absorbing and retaining surfaces such as rooftops and parking area and minimizing heat reducing vegetated areas.

The urban heat island effect is created when land development produces an imbalance between heat reducing vegetated areas and heat absorbing and retaining areas such as rooftops, roads and parking lots. It is increasingly being identified as a significant risk to public health due to the excessive heat it creates. Add to this the magnifying effects from human induced climate change and a situation that for most may be uncomfortable today becomes lethal in the near future. This is most true for those vulnerable to excessive heat: Those who cannot afford air conditioning, those with certain health conditions, the elderly and young children. It is a bad situation now and is going to get worse. I first noticed the excessive heat index in Carnation soon after moving here in 2006. As council members know, I have been

calling attention to the urban heat island effect for close to ten years now. Carnation was identified as having an excessive heat island index in a Seattle Times article in 2021.\* Encouraging development that worsens the urban heat island effect only serves to speed-up and intensify the effects.

Any development that adds to and exacerbates the urban heat island effect does not benefit the public and thus is not in the public interest.

I want to be very clear about this: If this council adopts this development agreement as it currently exists, this council is knowingly and willingly adding to and exacerbating a widely known and increasingly recognized public health risk, one that is going to continue to worsen as the planetary climate continues to heat up.

\*(New Maps of King County, Seattle show how some communities are harder hit by heat waves), Evan Bush, Seattle Times, June 23, 2021

**From:** Rhonda Ender  
**Sent:** Tuesday, August 22, 2023 8:00 PM  
**To:** Kati Fulton  
**Subject:** FW: Schefer Property Development Agreement - Comment

**From:** Ashlyn Farnworth <[ashlyn.farnworth@carnationwa.gov](mailto:ashlyn.farnworth@carnationwa.gov)>  
**Sent:** Tuesday, August 22, 2023 6:28 PM  
**To:** Rhonda Ender <[rhonda.ender@carnationwa.gov](mailto:rhonda.ender@carnationwa.gov)>  
**Subject:** Fwd: Schefer Property Development Agreement - Comment

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**From:** [REDACTED] >  
**Sent:** Sunday, August 20, 2023 12:11:43 PM  
**To:** Ashlyn Farnworth <[ashlyn.farnworth@carnationwa.gov](mailto:ashlyn.farnworth@carnationwa.gov)>  
**Cc:** [REDACTED]  
**Subject:** Schefer Property Development Agreement - Comment

The sender of this email is EXTERNAL to the City of Carnation. Please proceed with caution.

Comment from:  
KEITH D PORTER  
[4505 AMES LAKE CARNATION RD NE](mailto:4505.AMES.LAKE.CARNATION.RD.NE@REDMOND.WA.98053)  
[REDMOND WA 98053](mailto:4505.AMES.LAKE.CARNATION.RD.NE@REDMOND.WA.98053)

Comment:

As a regular user of the trail between the end of W Entwistle St and Tolt-MacDonald Park, I would like to see the oversize parking area proposed by the Remlinger Group reduced by four to six spaces and the buffer for the trail along the north edge of the property widened by a like amount.

Sent from my iPhone



## Rhonda Ender

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**From:** Heather Mullholland  
**Sent:** Monday, August 21, 2023 4:24 PM  
**To:** Rhonda Ender  
**Subject:** Fw: Comment Regarding Schefer Property Development Agreement



**Heather Mullholland, MBA**  
Accounting, Utility, and Permitting Support

(425) 333-4192 | [www.carnationwa.gov](http://www.carnationwa.gov)

[heather.mullholland@carnationwa.gov](mailto:heather.mullholland@carnationwa.gov)

[permits@carnationwa.gov](mailto:permits@carnationwa.gov)

4621 Tolt Ave, Carnation, WA 98014

Si necesita ayuda en Español, comuníquese con Bibi Garcia al (425) 333-4192. Gracias.

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**From:** [REDACTED]  
**Sent:** Monday, August 21, 2023 3:11 PM  
**To:** Ashlyn Farnworth <[ashlyn.farnworth@carnationwa.gov](mailto:ashlyn.farnworth@carnationwa.gov)>  
**Cc:** Clerk <[clerk@carnationwa.gov](mailto:clerk@carnationwa.gov)>  
**Subject:** Comment Regarding Schefer Property Development Agreement

The sender of this email is EXTERNAL to the City of Carnation. Please proceed with caution.

To Carnation City Council

Regarding the Schafer development plan proposed in conjunction with the Remlinger Group.

The addition of more "self storage" space is counter to the goals of Carnation. The stated objective to diversify the tax base, bring additional jobs, and **valuable** traffic that will use the services and amenities that Carnation provides into town are reasonably accommodated for by the proposed plan **except** for the inclusion of storage space. As presented 33% of the development could be given over to "storage space", **a full third of the total development**.

Storage space that is actively in service by a business, such as Benjamin Asphalt's fenced storage space, is a reasonable addition to an industrial park. "Self storage" facilities (such as the Carnation storage center on McKinley Ave or the Sherlock self storage along 203 in Duval) are valuable as a service to people- but they are not flexible to the changing needs of business and do not offer appropriate value in terms of job creation, business space flexibility, tax diversity, or **valuable** traffic that frequents local business.

Therefore in order to more closely align the goals of Carnation and objectives of this otherwise reasonable plan I urge the council and the Remlinger Group that **“self storage” facilities should be expressly forbidden from this development agreement.**

Sincerely

Keith Leiker

32113 East Morrison ST



## Rhonda Ender

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**From:** [REDACTED]  
**Sent:** Tuesday, August 22, 2023 3:33 PM  
**To:** Ana Cortez; Rhonda Ender  
**Subject:** Working with council members

The sender of this email is EXTERNAL to the City of Carnation. Please proceed with caution.

Hi Ana and Rhonda,

Unfortunately I won't be able to attend the meeting tonight, as CDCCC has our monthly board meeting tonight.

In addition to my previous comment (included below), I would like to share that I really value the work and effort that Adair and Ryan have contributed. I appreciate these councilmembers for embracing efforts for our city to be safer and to grow.

For public comment on the Scheifer project:

Growing up in this valley, there has always been stark differences between our sister cities. I watched one grow and one age. One of our communities invested in growth while maintaining their small-town aesthetic. The other town has been using their aesthetic as an excuse for decades. My public comment on this project also encompasses general growth. Whether it be the Tolt Ave project, or this one, or the next; we have heard the same re-run rhetoric over and over again to avoid change and growth. It's an excuse to gatekeep our community. If we do not grow, then neither does our community, and we lack diversity. All of the neighborhoods around us have proven that you really can keep your style while growing.

This project obviously creates jobs and revenue, rather than sitting vacant. We have an opportunity to fill this space with businesses that we leave our house for everyday not only for work, but for necessary services. We could break away from our "commuter community" reality if we adjust our perspective on this change. I would love to be able to walk to businesses I would otherwise drive to Duvall/Sammamish/Redmond/etc for.

As a homeowner on the exact street that everyone will be using for this - West Entwistle, I beg you please don't send this traffic past our homes. The presentation stated that the project is NOT in residential, but failed to respect that it will be traveling through one. Regardless of how we may be zoned, these are still our homes. This is the only aspect of this project I absolutely hate is the idea that even more traffic will be flying past our homes. Our street is already loud and unsafe to begin with. Even though Entwistle has an existing traffic light, I still do not recommend sending the majority of this traffic down this road. An issue we face on this road are people (even our own neighbors) traveling at absurd speeds to catch the green light. This issue will only get worse if Entwistle is the main, or worse, only road to the complex. I would prefer the main entrance to this complex to connect to 40th. Fully aware that there are two apartment buildings on that street, there may be less impact for these residences as they comprise two lots, and the homes sit farther from the road. There's also the aspect that only one side of 40th would have any residents. For safety and evacuation purposes, I professionally recommend that egress is provided both at 40th and Entwistle. I personally prefer 40th to be the main entrance.

In conclusion, growth inevitably needs to happen. This project brings opportunities, both for employment and resources. The presentation stated that there will be traffic studies performed, but consider that the traffic aspect of this is more than how many cars travel a road at different times. Please consider that this is a street full of homes on Entwistle, and mostly industrial businesses on 40th.

Thank you for your dedication and all that each of you do for our town!

**Jennifer Hargrove** *(she/her)*  
*CERT Training Coordinator*  
*Carnation-Duvall Citizen Corps Council Vice President*  
*(425) 780-1950*  
*KJ7GHZ*

3 August 2023 PUBLIC COMMENT at Public Hearing  
for Schefer/Dog Park Development Agreement

(emailed on 15 August 2023, after Public Hearing was rescheduled, due to lack of proper Public Notice and SEPA determination)

22 August 2023 (with new information added)

Hello City Council, City Manager, and Staff,

When you're selling lands to a private developer that have been in the city's possession for almost 20 years, I believe there's a unique responsibility to make sure that the use and stewardship of the land going forward is in harmony with the hopes and dreams of the people that live here.

There is a passionate community here that wants to be engaged with what happens to their public lands. There are opportunities, great feedback and insight to be gained by meaningfully engaging with the public.

There has been plenty of citizen comment over the last few years in opposition to selling these lands. That being said, I always believe in win-win compromises, where the needs of the majority of people can be met.

In the 2013 Tolt Avenue Action Plan, there was a brief Analysis of putting Larsen Avenue through to NE 40th Street. I believe this can be done sensitively. Earlier councils had the goal of having some light industrial business spaces available along Larson Avenue, not filling the entire 8 acres with Industrial complexes. Yes, many of us work in metal shops and wood shops, and in types of businesses that aren't appropriate on Main Street, but they can be accommodated in harmony with the environment, and enhance our character, not detract from it.

It was only a more recent and wider reaching suggestion, that we fill the site with agri-tourism, light industrial and many other uses, possibly in the goal of diversifying the uses on that site. One problem with that is that I can't imagine all of it is buildable into the future and we don't want to compete with Tolt Avenue in any way or duplicate services. That's why it's been happily left the way it is and not even a soccer field could be permitted there environmentally ultimately.

A much more responsible site plan would be to put Larson Avenue through and build shop spaces right along the road emulating our current street grid and having park buffer space at the back of it toward Tolt MacDonald Park. You can still get quite a number of businesses in there and have a lighter footprint on the land.

Only part of the acreage could be developed to retain part open space on the west side of the site where water and flood risks encroach more closely from the river and an active, but sensitive light industrial development along Larsen. Or simply the south lot only could be developed and the northwest parcel retained as open space with its existing, well worn and beloved walking trail to Tolt MacDonald park.

Being bound by this 17-page developer agreement that hasn't been explored thoroughly by sensitive local design professionals in the community, our Planning/Parks Advisory Board, and all community members could miss some great opportunities for the new owner of the land and the community to include innovations that would save costs and improve the design.

Something as impactful as this development can't only be examined through an economic or real estate lens. We can add new jobs, activate this area in a responsible way, and not lose the natural beauty and environmental stewardship that has preceded this project.

The City has a responsibility to steward, these public lands in an environmentally-friendly way, that conserves energy and resources, and gives back to the land as much as it takes.

This project currently lacks a vision or understanding of this special place. Light industrial buildings don't necessarily have to look like every other generic one in any suburban office park. This place calls for an innovative design, site plan, and harmonious creation of outdoor and indoor spaces with bike/pedestrian trails, as well as for specialized freight trucks and specific shop needs. People will spend time in this place, and it should be a nice place to spent time in.

I recall hearing that the city wouldn't sell to just any developer or any random idea for this undeveloped land. Any project that develops these precious last few acres within the city limits this close to the river, this close to neighborhoods, this close to other light industrial businesses, this close to our downtown Main Street, must be a special unique visionary project that really shows how sensitive a development can be, one that makes everyone proud and excited, and is sensitive to its surroundings.

It's premature to go into the depth of building design when the site design and landscape and circulation throughout hasn't even been properly established with community input. The site must be studied in a thoughtful way. What was presented was the most unimaginative layout that has nothing to do with that site except filling a rectilinear boundary, a plot plan, treating it like any other "flat" generic piece of real estate anywhere. We have no idea what it will be like to move through the spaces they envision and how the topography and experience of the spaces throughout the seasons, with the light, night light, sunlight and shade conditions at that site. Also of primary concern is stormwater runoff and infiltration, adding trees and limiting heat trapping pavement to offset the urban heat island effect. There's even a Tiny Forest with native plants concept that could work well here in some part of the site to shade and cleanse the air. (see attached PDF article)

Good design brings out the essence of a place. Tolt/Carnation has an inherent character, natural, and the result of human activity. It doesn't need a theme applied to it. We're not an empty slate in search of a theme or something applied from the outside that doesn't fit. This proposal lacks basic site planning sensitivity of a smart building and circulation layout into this natural environment.

The city has the discretion to not sell all 8 acres and keep a natural and landscaped buffer between the King County property and the west side neighborhoods.

Local residents could be interviewed about the types of small incubator businesses in light industrial shop spaces that they might like to see in our town in this special location off Main Street.

We don't want to have just any old suburban industrial park, plunked down on this, totally unique natural setting in the agriculturally focused Snoqualmie Valley. There could be incubator businesses encouraged that are actually related to agriculture, produce and value added product produced here in the Snoqualmie Valley, the breadbasket of King County.

People who have lived here for centuries, and those who have come more recently recognize the unique natural beauty and character of this special place.

I know the developer has concerns about it "penciling out" from a financial perspective, but it is possible that this maximal approach isn't the most profitable. If you have a brilliant design that really draws in the types of small scale, light industrial businesses we'd want there, it could be fruitful for everyone. The developer could meet with Nelson Family Treehouse and discuss what some of their approaches would have been for the site.

What kinds of tenants would be in the spaces? As far as a business type, we've only heard that a brewery may be interested. Do the spaces work for different flexible shop space needs? How do we ensure that appropriately scaled operations find their home in this new industrial park? A variety of smaller scaled businesses might diversify the number and types of businesses that are a good fit in our small town, as opposed to larger scaled homogenous businesses. The buildings could be well designed, good looking buildings for the functions that they'll need, (not trying to look like something else), along Larsen Avenue, with open spaces in between buildings that the people who work here would actually use and appreciate for their business and other needs.

What are some Community Benefits that can be incorporated into this agreement?

- 1) Abiding by the dark sky ordinance to keep nighttime light pollution down minimizing effects on residents and wildlife.
- 2) Utilizing clean energy, possibly solar panels, and LEED certified sustainable building practices
- 3) Developing in a way that is the lightest footprint on the land
- 4) Consulting with sensitive local design professionals, not giant, expensive national firms, who have experience in innovative strategies for light industrial building development and lived spaces that the people who work and spend time in the spaces can enjoy.
- 5) Include strategies in the development agreement that can save costs for the developer and bring highly desired, sensitive design features to the project that make the project better.
- 6) Have SvR Design Company and Makers, who have extensive experience in urban design and traffic mitigation strategies in Carnation (through the 2013 Tolt Avenue Action Plan and Tolt Avenue Central Business District Improvements original design), review the Developer Agreement and Proposal to look for further opportunities to improve the project. The schematic design and maximal building footprint put forward in this proposal is unacceptable to the residents of Carnation, as is.
- 7) The Planning, and Parks Advisory Board has not had sufficient time to review the proposal and come forward with helpful comments to improve the design & development approach.



Here are some additional areas of concern and questions to be addressed, since August 3<sup>rd</sup>:

- 1) The Walking Trail from West Entwistle to Tolt MacDonald Park was created in partnership with neighbors, the City of Carnation and King County. It was the brainchild of Lee Grumman, former Councilmember and Mayor, who asked, when she was on the Planning Board, if she could cut the barbed wire fence between City and County land at the place we now cross after she'd been looking at maps and wondering if there might be a more enjoyable way to walk to Tolt MacDonald Park from the old part of town. The current walking experience with its natural setting and views to surrounding local landmarks is what locals and visitors alike enjoy and treasure. Efforts to retain this character would be appreciated and in an ideal world, the City (and or developer) would retain this natural buffer and experience.
- 2) One of the answers on the FAQ sheet states that "The site is zoned Light Industrial. This zoning has been in place since 1997. The City allowed residents to use the parcel as a dog park . . . However, this parcel has never been a park."  
What this description excludes are some critical details from the 2018 City of Carnation Zoning Map with Overlay Districts. There is a Public Use Overlay over this entire site, as well as a Shoreline Management District designation along its entire western edge, although not that wide. As flood maps are updated in the future, it's important to recognize that the western edge of the site can continue to be vulnerable to rising floodwaters. Requirements to address these conditions effectively should be included in the Developer Agreement.
- 3) There are no stormwater facilities shown.
- 4) What is the amount of fill dirt that will be required to make this site buildable to the full extent proposed? Is this wise to build in this manner? Can other building approaches be explored?
- 5) Why are these parcels deemed "categorically exempt from SEPA"? How can we ensure that any proposed development will meet the most rigorous environmental, stormwater, and infiltration standards planning into the future, especially when some of these provisions may not currently be in our code?
- 6) Why is the project providing more parking than what is required, especially if creating more large expanses of asphalt may run counter to our Comprehensive Plan goals? Is it possible to provide fewer standard spaces and integrate more of the oversized spaces closer to the individual businesses's garage doors where they're most likely to load and unload? (We can also reduce our impact on the environment and need for so many parking spaces by reducing the size of the project)
- 7) In the Developer Agreement, there is a statement:
  - In a mutual effort to maximize the footprint of the Project and complete the Larson Road Extension (defined below) in a timely manner, the City shall permit Developer, and **grant to Developer any rights necessary, to expand and/or alter the existing infiltration system(s)** serving the existing vacuum station on the Parent Parcel to fulfill stormwater management requirements.

Why are we trying to "maximize the footprint of the Project"? Why is that a City criteria? A maximal approach may not even be the most profitable, there are so many variables toward success. We want the numbers to work for the developer, but we want a visionary project that is attractive to a whole variety of appropriate light industrial businesses. We don't have to max out the site with as much possible warehouse space as will fit. Can we start with some harmonious site plan options that



show what a small, medium, and large scaled development would look like? And to still work with the public on this very important project that will permanently affect the landscape through which we live, walk, work, and play every day?

- a. . Also, we don't want to lose all site control, whether it meets the letter or intent of our codes or our City's vision.
- 8) Concern about the lack of development of the exhibits in the Developer Agreement, so far. Exhibit D, Project Concept Drawing, is an outdated draft without any labels, words, notes, or a north arrow, and is not a very professional submittal.
- 9) From page 5 of the Schefer Property Presentation, "Our proposal offers a high level of flexibility, ensuring that it maximizes the benefits for the community and optimizes the utilization of the site. Furthermore, we have identified a clear demand for more warehouse and manufacturing space within the Greater Eastside Market, emphasizing the potential for economic growth and meeting the needs of businesses in the area." How do we ensure that appropriately scaled operations find their home in this new industrial park? A variety of more and smaller scaled businesses might diversify the number and types of businesses that are a good fit in our small town.
- 10) Out of the scope of work of this project, how will the decaying condition of NE 40<sup>th</sup> be improved to handle this increase in freight traffic?

I think the terms and the design concepts need to be explored much further before settling for what they've proposed so far – a mediocre, 20<sup>th</sup> century approach, that looks like any other anonymous suburban office park, without inspiring landscaping, site circulation and smart, green growth alternatives to standard massive asphalt parking lots. There are better ways to develop and we need to ask for higher standards than what we're seeing so far. Carnation deserves better and I know we can work together to see that a beautiful project is created!

Thank you for listening and have a good night!

Sincerely,

Ms. Jules Hughes

31721 W Rutherford Street (PO Box 815), Carnation, WA 98014

p.s.

Here is an excerpt from a February 2023 public comment, with more recent notes added:

I was sad to discover that Nelson Family Treehouse withdrew their application to develop the Schefer property. The December presentation from The Remlinger Group didn't have a lot of detail, especially in their site plan, and didn't articulate a vision, so I was dreaming of some possibility where the skillsets and talents of both them and Nelson Family Treehouse could be utilized for the benefit of the town. If they were both amenable, maybe The Remlinger Group could still purchase the property and have Nelson Family Treehouse be an anchor tenant and help guide the design and visioning for the property. It's not every day that you have a homegrown talent like the Nelsons that are willing to guide a public/private partnership and stewardship of such an environmentally sensitive property and one that is so connected to the character, experience, and identity of our town, as well as being so close to the Snoqualmie River and sensitive salmon habitat. Please do all you can to encourage all ideas at the final table. I'm confident they would try to be light on the land while

providing a unique light industrial set of buildings and spaces that are committed to the traditional trades of woodworking, metalworking, while providing opportunities for youth job training and incubator businesses, as well.

And I would still advocate that the City not sell both lots, just the larger one to the South with a community benefits agreement in place to not overbuild the western half of the parcel to protect against future flooding and sensitively buffer the transition from this lot to Tolt McDonald Park.

The City should retain ownership of the North lot directly behind the Sewage Treatment Plant to protect the walking trail between downtown neighborhoods and Tolt McDonald Park. Once you sell open space and it's developed, it's gone forever.

We should also revisit the criteria with which they were to develop their proposals and make sure they meet all the existing Carnation Comprehensive Plan and Design Guidelines objectives, as well as all the smart growth and best building and development practices that could be unique to this project.

(And I'm just curious, do we have the desired amount of open space per capita with our increasing population? Has that been studied recently?)

If the urgency of selling this land is simply to help fund the new City Hall project, that feels somewhat shortsighted, in light of so many other local, regional and global concerns. We could seek other funding sources. And every project in which open space is lost should be meeting rigorous design and development standards, as you've got one chance to get it right.

In last week's Planning/Parks Advisory Board meeting, I saw for the first time the short sighted and maximal site plan that was offered by The Remlinger Group. I don't think we're hitting the mark yet to have an innovative development for which we can all be proud.

I was concerned that the recent Presentation for the development wasn't included in the packet for Planning/Parks Advisory Board members, so they could study it before being asked to comment on it in their meeting. We need their insights into this once in a lifetime project. The more eyes on this the better.

Page 10 of Presentation, Development Summary, Required Landscape Area = 5,425 SF, Landscape Area Provided = 6,700SF. This feels like meeting a minimum requirement.

We don't have to max out the site with as much possible warehouse space as will fit. Can we start with some harmonious site plan options that shows what a small, medium, and large scaled development would look like to work with the public on this very important project that will permanently affect the landscape through which we live, walk, work, and play every day?

We can reduce our impact on the environment and need for so many parking spaces by reducing the size of the project. Can there be a happy medium where all interests are being served?

And if the building square footage stays where it is, maybe the standard parking spaces can be reduced back to the City requirements and the oversized spaces can be dispersed throughout the site, closer to the individual businesses's garage doors where they're likely to load and unload.

Thank you for listening and have a good night!

Sincerely,

Ms. Jules Hughes

31721 W Rutherford Street (PO Box 815)

Carnation, WA 98014

Observations during the 22 August 2023 Public Hearing:

For the City Manager to cite a specific public comment that was submitted and use it to support her point of view and narrative about this project is completely inappropriate. She is an administrator, not a stakeholder in this project that is called on for a point of view or a policy direction, those come from the Council who represent the people of Carnation.

In her presentation, she references that she presented in the first "Public Hearing" and many comments were heard from the public, so she seems to be "counting" some of that time as part of the official Public Hearing. I'm confused about the extent of the comment period in the official Public Hearing on this project and Developer Agreement. My understanding, which may not be accurate, was that the August 3<sup>rd</sup> meeting was not the legal Public Hearing, as there had not been enough notice given to hold the Public Hearing in that expedited manner, AND there had not been a SEPA determination made. However, I do hope that all of the public comments that were made on August 3<sup>rd</sup> will be allowed to be included on the record, as the public came to that meeting in hopes of having their views heard and may not have been able to attend the subsequent meeting on the 22<sup>nd</sup>. Also, in the Meeting Minutes from August 3<sup>rd</sup>, many citizens were listed as giving public comment, but the content of their comments were not documented in any way, which is not typical. There is usually a brief synopsis, so that folks who missed the meeting don't have to rely on the recording only to hear what viewpoints were shared. Could the public comments given orally on August 3<sup>rd</sup> please be transcribed into the public record? This would help make a more complete record.

Also, In this August 22, 2023 Agenda packet, there is a SEPA checklist filled out by Tim Woolett, who should be at this hearing to assist with any questions, in my view, and should still be involved in the process, since we don't have a City Planner listed among our City Staff, which is a gaping hole in the services we've come to expect. Was Tim only asked to complete this paperwork after the August 3<sup>rd</sup> false start meeting (since it's recorded on August 11<sup>th</sup>) ? Was this another example of the City not being prepared to handle this process effectively and professionally?

In this section of the SEPA checklist, there are some views to protect, contrary to the None answer given to 10b.

#### **10. Aesthetics**

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

**The maximum allowed building height in the underlying LI/M zone is 35 feet, or 40 feet where the front yard setback is at least 30'. Additional review will occur in the second phase of environmental review with the submittal of the required land use permits which will have specific building details.**

b. What views in the immediate vicinity would be altered or obstructed?

**None.**

Proposed measures to reduce or control aesthetic impacts, if any:

**Utilizing materials and architectural features that are consistent with the City of Carnation Design Standards and Guidelines.**

Here are some views that could be preserved:

- 1) View to Tolt Hill and the Tolt Barn from the old Dog Park bench.



2) Views to Tolt MacDonald Park and Tolt Hill





- 3) Any views to Mt Si in North Bend from this site.
  - a. Zoomed in slightly to capture view from Walking Trail.





- a. Zoomed to 50mm to simulate actual perceived view when near fence.

