

**Project Application Form**  
**Due to Countywide Forums: March 29, 2013**  
(Projects to be reviewed by countywide forums for submittal to regional competition)

**Project Application Form**  
**Due to PSRC: May 24, 2013**  
(Projects selected from the countywide forum for regional competition)

## 2013 Rural Town Centers & Corridors Program PSRC Grant Application

**\*\*Please read this section before completing the application\*\***

The importance of complete and accurate information on every application cannot be overemphasized. The review and evaluation of all submitted projects will be based on the answers provided in this application. A project's suitability for competing regionally may be compromised if the application is found to have omissions or inaccuracies.

Sponsors of projects recommended for funding as a result of the competition should be aware that information provided on this application will be used in the future to monitor compliance with PSRC's adopted project tracking policies. It is also important to remember that funds are awarded to projects, not agencies. Please refer to PSRC's website for more information on the project tracking program: [www.psrc.org/transportation/tip/tracking](http://www.psrc.org/transportation/tip/tracking).

**Deadlines:** Sponsors interested in competing for funds from the regional Rural Town Centers and Corridors (RTCC) Program must first complete this application and submit it to their respective countywide organizations for review and potential selection (Part 1) for participation in the regional competition by **12:00pm Friday, March 29, 2013.**

The twelve (12) projects selected for the regional competition (Part 2) by their respective countywide organizations must then submit their completed application to PSRC by **1:00pm Friday, May 24, 2013** for participation in the regional competition.

Electronic copies of all applications are required. **Email completed applications as attachments to:** [tipapp@psrc.org](mailto:tipapp@psrc.org) Please enter RTCC in your email's subject line to ensure that these applications can be easily differentiated from other communications received.

It is important to provide complete, detailed responses, but please be as concise as possible. Additional supporting information such as maps and other diagrams are encouraged, but other attachments such as comprehensive plan materials are unnecessary. **Please note:** the project budget spreadsheet is a required attachment; more information is found at question 13c.

If you are unable to email the application, please mail a paper copy to the address below. **Applications should be no more than 18 pages**, plus maps and/or other required supporting documentation.

**For all other correspondence or information related to the RTCC program, contact:**

Jeff Storrar  
Puget Sound Regional Council  
1011 Western Avenue  
Seattle, WA 98104  
(206) 587-4817

## PROJECT IDENTIFICATION and DESCRIPTION

**Questions 1 – 9 required for ALL Applications – CAPITAL applications should also complete question 10**

1	<p><b>PROJECT TITLE:</b> SR 203/Tolt Avenue Central Business District Improvements (Eugene Street to Rutherford Street)</p> <p>Indicate below whether this project application is for a PLANNING or CAPITAL project.</p> <p><input type="checkbox"/> PLANNING      <input checked="" type="checkbox"/> CAPITAL</p>	
2	<p><b>TRANSPORTATION 2040 ID#</b> N/A</p> <ul style="list-style-type: none"> <li>Multiple Transportation 2040 projects may be identified, if appropriate. If so, please separate the IDs with a comma.</li> <li>Some projects may be below the threshold for assignment of a Transportation 2040 ID number, and are therefore exempt from this process. Please confirm ID with PSRC staff before entering “N/A” in this field.</li> </ul> <p>a. What is the project’s Transportation 2040 status? Project status is in the process of being updated from programmed to constrained status now that the planning level effort to complete the Tolt Avenue Action Plan dated February 2013 has been completed.</p> <p>For assistance in identifying the Transportation 2040 ID number and status, contact Kimberly Scrivner at <a href="mailto:kscrivner@psrc.org">kscrivner@psrc.org</a> or (206) 971-3281 or refer to <a href="http://www.psrc.org/transportation/t2040/projects-and-approval/">www.psrc.org/transportation/t2040/projects-and-approval/</a>.</p>	
3	<p><b>LEAD AND PARTNERSHIP AGENCIES</b></p> <p>Lead Sponsor Agency   City of Carnation</p> <p>List Applicable Partnership Agencies Involved: WSDOT, King County, Snoqualmie Tribe, Riverview School District, Carnation Chamber of Commerce, and Snoqualmie Valley Senior Center</p> <p>Project sponsors are reminded they are expected to partner with the appropriate county(s), cities, WSDOT, and any other jurisdictions that might have an interest in a proposed corridor study or be directly affected by implementation of the proposed project.</p>	
4	<p>Does sponsoring agency have “Certification Acceptance” status from WSDOT?   <input type="checkbox"/> Yes      <input checked="" type="checkbox"/> No</p> <p>For more information on Certification Acceptance and to find a listing of current CA agencies, please refer to <a href="http://www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm">www.wsdot.wa.gov/LocalPrograms/LAG/CA.htm</a>.</p> <p>If not, which agency will serve as CA sponsor? WSDOT Highways and Local Programs</p>	
5	<p><b>PROJECT APPLICATION CONTACT PERSON(S):</b></p> <p>Primary contact: Ken Carter, City Manager</p> <p>Address:   P.O. Box 1238                  Carnation, WA 98014</p> <p>Phone:     (425) 333-4192</p> <p>Email:      kenc@carnationwa.gov</p>	<p>Alternate Contact: Linda Scott, City Planner</p> <p>Address:   P.O. Box 1238                  Carnation, WA 98014</p> <p>Phone:     (425) 333-4192</p> <p>Email:      linda@carnationwa.gov</p>
6	<p><b>PROJECT DESCRIPTION</b></p> <p>Please distinguish between the scope of the project and the justification and/or need for the project.</p> <p>a. <b>Project scope:</b> Please describe clearly and concisely the individual components of the project. What will be the specific outcome of this project? What will be built, purchased or provided with this grant request? For example, if this is part of a larger project, please be specific as to what portion on which the grant funds will be used.</p> <p style="text-align: center;">The Tolt Avenue Action Plan completed in February 2013 identified improvements in the SR</p>	

	<p>203/Tolt Avenue corridor within the City of Carnation and Carnation's planned annexation area and prioritized these improvements into a series of manageable projects. The SR 203/Tolt Avenue Central Business District Improvements project was identified in the Action Plan as a first tier project.</p> <p>The SR 203/Tolt Avenue Central Business District Improvements project includes constructing full street improvements adjacent to the City of Carnation's Central Business District (CBD) zone along SR 203/Tolt Avenue between Eugene Street and Rutherford Street. See Exhibit 2 Project Limit map attached. The project scope includes all hardscape improvements, including street re-grading and paving, undergrounding overhead utilities, installation of street and pedestrian lighting, storm drainage infrastructure improvements, street trees and planting, and site furnishings. The project will also include striping, signage, and wayfinding.</p> <p>Due to the complexity and cost for the project, work on the project will be divided into several phases; 60% Design and Environmental Permit Preparation, Final Design, and Construction. The current grant application is to fund the first phase of design which will allow the City to not only continue the momentum and public support for the project but also begin the environmental permitting process, refine the construction cost estimate, and better define the location and details of improvements to begin utility undergrounding.</p> <p><b>b. Project justification, need or purpose:</b> Please explain the intent, need or purpose of this project. What is the goal or desired outcome?</p> <p>Since as early as 1992, the City of Carnation and the community has recognized the need to find a comprehensive and balanced approach along Tolt Avenue where SR 203 runs through the City and planned annexation area, bisecting the City's downtown (See site photos in Exhibit 3 attached). While SR 203 serves as a busy highway and regional connection currently carrying 10,300 vehicles on an average weekday it is also Carnation's main street and center for local businesses, schools, and civic and recreational areas. There is also a desire to facilitate economic growth, create a downtown identity, and maximize benefit from existing resources in and around Carnation. The SR 203/Tolt Avenue Central Business District Improvement project is a first tier project identified by the Tolt Action Plan and part of a stepped approach to reaching this balance in the SR 203/Tolt Avenue corridor. The project will enhance the SR 203/Tolt Avenue as it runs through the City's downtown creating a cohesive theme along the downtown frontage and creating gateways to transition from the surrounding rural area into the downtown. It will improve pedestrian, bicycle, and vehicular safety while improving the ability of residents and visitors to use non-motorized transportation throughout the corridor.</p>
7	<p><b>PROJECT LOCATION DATA</b></p> <p><b>Project Location and Length:</b></p> <ul style="list-style-type: none"> <li>a. County: King County</li> <li>b. Crossroad/landmark nearest to beginning of project: Intersection of SR 203/Tolt Avenue and Eugene Street</li> <li>c. Crossroad/landmark nearest to end of project: Intersection of SR 203/Tolt Avenue and Rutherford Street</li> <li>d. Length of project in miles: 0.2</li> <li>e. Do sidewalks exist in center(s)? <input checked="" type="checkbox"/> Yes    <input type="checkbox"/> No</li> </ul> <p><b>Safety Data:</b></p> <ul style="list-style-type: none"> <li>f. Is corridor or any portion(s) of the corridor listed by WSDOT as High Accident Corridor (HAC)?  <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No</li> <li>g. IF YES, indicate corridor's history of number of accidents for latest three year period by type of accident: (please attach applicable accident records)</li> </ul> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <span># of property damage-only accidents:</span> <span># of Injuries:</span> <span># of fatalities:</span> </div>

	<p><i>If needed, list additional accident data for another HAC in overall corridor:</i>  # of property damage-only accidents:      # of Injuries:      # of fatalities:</p> <p>h. Is proposed location of CAPITAL project listed by WSDOT as High Accident Location (HAL)?  <input type="checkbox"/> Yes    <input checked="" type="checkbox"/> No</p> <p>i. If Yes, indicate history of location's accidents for latest three year period by type of accident:  # of property damage-only accidents: 6    # of Injuries: 7    # of fatalities: 0</p> <p><b>Traffic Volumes:</b>  If data is available, indicate average daily traffic (ADT) for proposed project by:</p> <p>j. Highest ADT in corridor/corridor segment (If weekday volumes NOT higher than weekend, note both, i.e., #weekday/#weekend): 10,300</p> <p>k. Highest ADT in project center (if more than one center, use volume of highest center and note center's name): 10,300</p>
8	<p><b>MAP</b></p> <ol style="list-style-type: none"> <li>1. Include a legible 8½" x 11" map of the proposed study corridor (if PLANNING project) or a map indicating project limits (if CAPITAL project).</li> <li>2. Include a legible vicinity map of general area of study or construction project.</li> </ol>
9	<p><b>FEDERAL FUNCTIONAL CLASSIFICATION CODE</b></p> <p>Please select only one code using the table below the explanation.</p> <p><b>Important:</b> A roadway must be confirmed as being on the <u>approved</u> federally classified roadway system before a CAPITAL project proposing improvements on such roadway may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a "local" functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless one of the exceptions below applies. If your project is an exception, identify its functional class code as "00."</p> <p><u>Examples of Exceptions:</u></p> <ul style="list-style-type: none"> <li>• Any bicycle and/or pedestrian project.</li> <li>• Any transit project, including equipment purchase and park-and-ride lot projects</li> </ul> <p>For more information on functional classification, please refer to <a href="http://www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm">www.wsdot.wa.gov/mapsdata/travel/hpms/functionalclass.htm</a>. For assistance determining functional classification, contact Stephanie Rossi at <a href="mailto:srossi@psrc.org">srossi@psrc.org</a> or 206-971-3054.</p>

	<p align="center"><b>Rural Functional Classifications</b> <b>“Under 5,000 population”</b></p> <p align="center">(Outside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>01</b> Principal Arterial - Interstate</p> <p><input type="checkbox"/> <b>02</b> Principal Arterial</p> <p><input checked="" type="checkbox"/> <b>06</b> Minor Arterial</p> <p><input type="checkbox"/> <b>07</b> Major Collector</p> <p><input type="checkbox"/> <b>08</b> Minor Collector</p> <p><input type="checkbox"/> <b>09</b> Local Access</p> <p><input type="checkbox"/> <b>21</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>22</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>26</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>27</b> Proposed Major Collector</p> <p><input type="checkbox"/> <b>28</b> Proposed Minor Collector</p> <p><input type="checkbox"/> <b>29</b> Proposed Local Access</p>	<p align="center"><b>Urban Functional Classifications</b> <b>“Over 5,000 population”</b></p> <p align="center">(Inside federal-aid urbanized and federal-aid urban areas)</p> <p><input type="checkbox"/> <b>00</b> Exception</p> <p><input type="checkbox"/> <b>11</b> Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>12</b> Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>14</b> Principal Arterial</p> <p><input type="checkbox"/> <b>16</b> Minor Arterial</p> <p><input type="checkbox"/> <b>17</b> Collector</p> <p><input type="checkbox"/> <b>19</b> Local Access</p> <p><input type="checkbox"/> <b>31</b> Proposed Principal Arterial – Interstate</p> <p><input type="checkbox"/> <b>32</b> Proposed Principal Arterial – Expressway</p> <p><input type="checkbox"/> <b>34</b> Proposed Principal Arterial</p> <p><input type="checkbox"/> <b>36</b> Proposed Minor Arterial</p> <p><input type="checkbox"/> <b>37</b> Proposed Collector</p> <p><input type="checkbox"/> <b>39</b> Proposed Local Access</p>
<p align="center"><b>PLAN CONSISTENCY and COMPATIBILITY INFORMATION</b></p>		
<p>All projects must be consistent with a comprehensive plan that has been certified by PSRC as being consistent with the Growth Management Act, VISION 2040 and Transportation 2040. Projects must be consistent with the comprehensive plan of each jurisdiction in which the project is located. If a comprehensive plan has not been certified, projects located in that jurisdiction may not be included in the Regional TIP. For more information, please refer to <a href="http://www.psrc.org/growth/planreview">www.psrc.org/growth/planreview</a> or contact Yorik Stevens-Wajda at (206) 464-6179 or <a href="mailto:YStevens-Wajda@psrc.org">YStevens-Wajda@psrc.org</a>.</p>		
<p align="center">10</p>	<p>Is the project specifically identified in a local comprehensive plan?</p> <p><input type="checkbox"/> Yes. Indicate (1) plan name, (2) relevant section(s), and (3) page number where it can be found:</p> <p><input checked="" type="checkbox"/> No. Describe how the project is consistent with the applicable local comprehensive plan, citing <u>specific</u> local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.</p> <p>Since as early as 1992, the City of Carnation's Comprehensive Plan (1992 Comprehensive Plan by City of Carnation Ordinance 474) has identified a vision for the future of Carnation's main street and their downtown area. This vision has been included in the City's Comprehensive Plans since that time. It was incorporated into the 1996 Comprehensive Plan and in 2004 an optional element was included in the Comprehensive Plan, Chapter 4 of the 2004 Comprehensive Plan (Exhibit 5 attached), to address the communities concern about community design.</p> <p>The City's most recent Comprehensive Plan Amendment in occurred in 2011 (City Ordinance 797 dated September 2011). The following text is from page 27 Transportation Goals and Policies section of the Transportation Element of the City's 2011 Comprehensive Plan Amendment (See Exhibit 6 Attached).</p> <p>Policy T3.2     Carnation will strive to reduce the pedestrian barrier created by Tolt Avenue (SR 203) by:</p> <ul style="list-style-type: none"> <li>•Providing pedestrian crossings at key points along SR 203, including on the northern, central and southern ends of the roadway corridor through the City.</li> <li>•Promote accessibility by reducing travel distance on busy cross streets.</li> <li>•As allowed by the WSDOT, enhancing the visibility of the pedestrian crosswalk by using different materials, textures or patterns, and adding landscaping or installing sidewalk design elements such</li> </ul>	

	<p>as color or art.</p> <ul style="list-style-type: none"> <li>•Coordinate access management on SR 203 with WSDOT to promote alternative access and/or shared access points for developments that front this street.</li> </ul> <p>Policy T3.3     Carnation will promote the creation of a pedestrian oriented downtown commercial area by:</p> <ul style="list-style-type: none"> <li>•Implementing design standards for commercial development along SR 203 which encourage a pedestrian environment by requiring parking at the side or rear of building.</li> <li>•Modifying the placement of new buildings in ways that encourage pedestrian activities by making streets more attractive routes for walking.</li> </ul> <p>Policy T3.4     Improve pedestrian amenities in the 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.</p> <p>Policy T3.5     Work with WSDOT to develop mechanisms to reduce traffic speed on SR 203 through the city to increase public safety and enhance local mobility, yet maintain the regional movement of traffic through the city.</p> <p>Policy T3.6     Work with WSDOT to evaluate potential pedestrian improvements along SR 203, as well as coordinate implementation strategies for such improvements.</p> <p>The Tolt Avenue Action Plan further advanced the City of Carnation's vision by identifying the improvements in the SR 203/Tolt Avenue corridor and prioritizing these improvements into a series of manageable projects. See Exhibit 7 attached for details on the CBD project identified in the Action Plan. The Transportation Element of the City's Comprehensive Plan will be updated this year to reflect the projects identified in the Action Plan.</p>
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### ADDITIONAL PROJECT EVALUATION INFORMATION

**Indicate below whether this project application is for a PLANNING or CAPITAL project and follow the corresponding instructions:**

- ☐ Planning Project: Complete section 11 and proceed to section 13.
- ☒ Capital Project: Complete section 12 and proceed to section 13.

11	<p><b><u>Planning Projects:</u></b> Please answer the following questions:</p> <p><b><u>a) Local and Regional Policy Support</u></b></p> <ul style="list-style-type: none"> <li>• How does the study either 1) support adopted policies for the rural town center(s) in the comprehensive plans of the respective local jurisdiction(s) or 2) advance the current vision for the rural town center(s)? If supporting adopted policies, please provide citations and a copy of the appropriate page(s) from the plan or policies with your application.</li> <li>• What steps will be taken in the planning process to ensure that the project fits the intended character of the rural town center or area in which the corridor resides to help better define or provide a clear distinction between rural corridor and rural centers? For instance, will a context sensitive design approach be used that considers preserving the aesthetic, cultural, and environmental resources of the subject area?</li> <li>• If the project is interjurisdictional in nature, have the appropriate partners been identified and the actions to work together and coordinate on project components been developed?</li> </ul>
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	<p><u>b) Mobility, Accessibility, and Safety</u></p> <ul style="list-style-type: none"> <li>• What is being addressed by the planning study and what intended impact is it to have on the center(s), such as remedying an existing safety or other transportation problem in the center(s) or along the corridor?</li> <li>• Does the planning project propose to study improvements or strategies that provide better access to the center(s) from adjacent communities or significantly improve circulation within a center by filling a missing link and/or removing barriers to community mobility?</li> <li>• Will the planning project address the provision of multimodal improvements that benefit a range of travel modes and user groups either accessing the center(s) or using the corridor?</li> <li>• Will the planning project study improvements that provide an improved or enhanced pedestrian-oriented environment in the center or along the corridor to the center (s)?</li> <li>• Will the planning project cover improvements or strategies that contribute to transportation demand management and commute trip reduction opportunities?</li> </ul> <p><u>c) System Performance and Innovative Solutions</u></p> <ul style="list-style-type: none"> <li>• Will the improvements or strategies in the planning study include improvements that work to increase system reliability and efficiency of travel flows in the center, along a corridor, or both? If yes, will this address time savings for moving freight and goods?</li> <li>• What will be the timeframe associated with the planning study? Specifically, will the study provide a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor?</li> <li>• Does the planning project propose to include studying any particularly innovative facilities or traffic operational concepts?</li> </ul> <p><u>d) Environmental Justice benefits</u></p> <ul style="list-style-type: none"> <li>• To the degree applicable, please add a brief comment describing how the planning study would address providing access for minority, low-income, and other protected classes, as identified in the President's Order for Environmental Justice. (5 points)</li> </ul>
12	<p><u>Capital Projects:</u> Please answer the following questions:</p> <p><u>a) Local and Regional Policy Support</u></p> <ul style="list-style-type: none"> <li>• How will the project help the rural town center develop in a manner consistent with the adopted policies or comprehensive plans of the respective local jurisdiction(s)? Please provide citations and copy of the appropriate page(s) from the plan or policies with your application.</li> </ul> <p>The community's desire to facilitate economic growth, create a downtown identity, and maximize benefits from existing resources in and around Carnation has been a consistent vision for the last 20-years and has been included in the City's Comprehensive Plans since 1992. In addition, the Tolt Avenue/SR 203 Corridor Redevelopment has been included in the City's 6 Year TIP since 2007. The most recent 6 Year TIP for 2013 to</p>

2018 was adopted in June 2012. See Resolution 374 and the 2013 to 2018 TIP in Exhibit 8 attached.

The Tolt Avenue Action Plan completed in February 2013 further advanced the City of Carnation's vision by identifying the improvements in the SR 203/Tolt Avenue corridor and prioritizing these improvements into a series of manageable projects that the City can now begin to seek funding partners to complete. Both the City's TIP is being updated this year to reflect the specific phased approach and projects identified in the Tolt Action Plan including the SR 203/Tolt Avenue Central Business District Improvements project.

The improvements included in the SR 203/Tolt Avenue Central Business District (CBD) Improvements project are consistent with the City of Carnation and community vision. The project will create a downtown identity by creating a cohesive theme along the downtown frontage and by creating gateways to transition from the surrounding rural area into the downtown. It will encourage the type of development and design in the downtown that will promote small and family business and encourage tourist activities. It will create a safe and attractive pedestrian environment in the downtown and the CBD project it is the first step to connecting the downtown to the surrounding civic and recreational areas. See the Project Limits map showing schools, recreational areas, and community resources near the project location in Exhibit 2 attached.

- Will the project fit the intended character of the local center or area in which the corridor resides to help better define or provide a clear distinction between rural corridor and rural centers? For instance, does the project include context sensitive design elements that consider preserving the aesthetic, cultural, and environmental resources of the subject area?

The project will incorporate a variety of elements to create a cohesive theme along the downtown frontage and create a distinct transition from the surrounding rural area into the downtown. Gateways as you enter the downtown area will delineate the transition into the area. Street furnishings, wayfinding signage, street lighting, plantings, and hardscape finishes will be selected to create a streetscape that supports the City of Carnation's small town identity and to create a cohesive theme along store fronts.

#### b) Mobility, Accessibility, and Safety

- What is the project addressing within the rural town center or along the corridor, and what impact will the project have on the center(s), such as remedying an existing safety or other transportation problem in the center(s) or along the corridor (e.g., vehicular, pedestrian or bicycle safety, congestion, incomplete nonmotorized system, inadequate stops/pullouts for transit service or facilities, etc).

The SR 203/Tolt Avenue CBD Improvement project will address the need to create a rural town center distinct from the rural area surrounding Carnation's downtown, increase the efficiency and safety of motorized and non-motorized travel through Carnation's downtown through the implementation of traffic calming measures, and enhance walkability in the downtown.

- Will the project provide better access to the center(s) from adjacent communities or significantly improve circulation within a center by filling a missing link and/or removing barriers to community mobility?

The project will improve multi-modal circulation within the rural town center and encourage walking between the surrounding residential areas and transit, businesses, schools, and civic and recreational facilities located along SR 203/Tolt Avenue.

- Will the project be multimodal in nature and benefit a range of travel modes and user groups either accessing the center(s) or using the corridor?

The project improvements will balance the need for SR 203/Tolt Avenue as a highway and regional motorized connection with the community's need for a livable and walkable downtown. The project will improve pedestrian and bicycle access in the downtown corridor and enhance connections between the downtown and surrounding areas. The implementation of traffic calming measures along SR 203/Tolt Avenue will improve safety for vehicles, pedestrians, and bicycles by reducing speeds and potential conflicts, and improving visibility at intersections and crossings. In addition, the CBD project and other projects identified in the Tolt Action Plan will improve connections to non-motorized regional facilities. Areas around Carnation including Tolt-MacDonald Park, Remlinger

Farm, and other recreational areas and attractions draw approximately 500,000 people to the area just outside of Carnation's downtown. Many of these visitors include pedestrians and bicyclists utilizing the adjacent regional facilities. The CBD project is the first part of an overall strategy to bring these visitors to the City's downtown.

- Will the project help improve or enhance a pedestrian-oriented environment in the center or along the corridor to the center(s)?

The SR 203/Tolt Avenue CBD Improvements will implement traffic calming measures along SR 203/Tolt Avenue such as curb bulb outs, improving safety for pedestrians by reducing crossing lengths, reducing speeds, and improving visibility. The project will also include expanded and welcoming pedestrian facilities to encourage walkability drawing visitors from surrounding area recreation and attractions into the downtown.

- Does the project provide alternatives to driving alone, contributing to transportation demand management and commute trip reduction opportunities?

The project will improve pedestrian and bicycle access in the downtown corridor and enhance connections to transit, businesses, schools, and community and recreational areas. The CBD project and other projects identified in the Tolt Action Plan will improve connections to non-motorized regional facilities.

#### c) System Performance and Innovative Solutions

- Will the project result in more reliable and efficient travel flows in the center, along a corridor, or both? If yes, will the project result in time savings for moving freight and goods?

The implementation of traffic calming measures along SR 203/Tolt Avenue will improve safety and visibility, reducing accidents and delays. Traffic flow will also be improved by enhancing opportunities for non-motorized transportation choices. These improvements will increase the reliability and efficiency of transit service and the movement of freight and goods through the corridor.

- Will the project provide a long-term solution to maximize the efficiency of the transportation system within the rural center or along the connecting rural corridor?

The SR 203/Tolt Avenue CBD Improvement project is a key component of the larger, comprehensive approach detailed in the Tolt Action Plan to improve connections to regional non-motorized transportation as well as improve economic development and business opportunities locally.

- Does the project include any particularly innovative facilities or traffic operational concepts?

The project will incorporate innovative stormwater improvements including rain gardens as a sustainable and aesthetic approach for the treatment of stormwater and to encourage infiltration.

#### d) Environmental Justice benefits

- To the degree applicable, please add a brief additional comment describing how the project provides access for minority, low-income, and other protected classes, as identified in the President's Order for Environmental Justice.

The SR 203/Tolt Avenue CBD Improvements project will mitigate the impacts of having a busy highway and regional connection bisect the City of Carnation's downtown. The project will enhance the quality of life for the surrounding community, improve walkability, and increase access to non-motorized transportation options. Plantings and innovative stormwater improvements including infiltration facilities will be selected and incorporated for their aesthetic value and to improve environmental sustainability in the downtown. The design process will include multiple opportunities for the entire community to have input into the design; including multiple public open houses and targeted citizen committees. In addition, the planning effort that was recently completed for the Tolt Action Plan included an expansive public involvement process.

## PROJECT READINESS AND FINANCING

There are two parts to this section, with specific questions for each part identified below: the project's readiness to obligate PSRC funds, and the project's financial plan. The primary objective of the evaluation is to determine whether a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- Whether PSRC's federal funds will complete the project or a phase of the project.

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### **Financial Plan (APPLICABLE TO BOTH CAPITAL AND PLANNING PROJECTS)**

Identify the amount of PSRC funds for which you are applying. Indicate the phase(s) requested and the estimated obligation date. Per PSRC's project tracking policies adopted in April 2010, if awarded PSRC's FHWA funds, planning and preliminary engineering/design phases are expected to obligate within the year designated; right of way, construction and/or other phases will receive a one-year grace period beyond the year designated. For more information on PSRC's project tracking program, please go to [www.psrc.org/transportation/tip/tracking](http://www.psrc.org/transportation/tip/tracking).

Required Match: A minimum of 13.5% match is required for Surface Transportation Program funds.

#### **13a. Identify the amount requested by phase, and identify the estimated date of obligation.**

<u>Phase</u>	<u>Amount</u>	<u>Estimated Date of Obligation</u>
PE/Design	\$440,000.00	November 2013

[select phase]

[select phase]

#### **13b. Identify the project phases that will be fully completed if requested funding is obtained:**

If the requested funding is obtained the project design will be completed to a 60% level, all environmental permits and supporting documentation will be prepared, and detailed 60% level construction cost estimate will be prepared.

#### **13c. Project Budget and Schedule**

In this section you will be asked to provide information on the financial budget and schedule for the entire project. The required table to provide this information is a separate Excel spreadsheet which you will need to download from PSRC's website at [www.psrc.org/funding/rural](http://www.psrc.org/funding/rural). Attach the completed spreadsheet, along with this application, to the email submitted to countywide forums and PSRC, if selected to compete in the regional competition.

Please provide information on the financial budget and schedule for the entire project, with amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified above (13a) must also be reflected in the table. Use as many rows per phase as necessary to reflect the financial plan for each phase.

**Project Readiness (APPLICABLE TO CAPITAL PROJECTS ONLY)**

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before federal funding is typically eligible to obligate. These questions are designed to identify those requirements and assist sponsors to:

- Identify which obligation prerequisites and milestones apply to their specific project.
- Identify which of these have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all obligation prerequisites and milestones not yet completed.

In the section below, sponsors will be asked to provide complete information on the status of necessary milestones for the project seeking PSRC funds. Past experience has shown that delays in one phase often result in a delay to subsequent phases. PSRC's project tracking policies require that funds be obligated within a set timeframe or be returned for redistribution. Consequently, sponsors are encouraged to carefully consider the complexity of their project and develop a project schedule that is realistic.

Based on the phase(s) for which PSRC funds are being requested, please answer the questions below. If funds are requested for Planning or Preliminary Engineering/Design only, this section is not required.

**14a. If funds are requested for Right of Way:****14a-1: What is the status of Preliminary Engineering/Design?**

- Is the PE/Design phase complete? [yes/no]
- If not, identify all relevant milestones, including the current status and estimated completion date of each. For example:
  - What is the level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
    - Environmental Impact Statement (EIS) ☐
    - Environmental Assessment (EA) ☐
    - Documented Categorical Exclusion (DCE) ☐
    - Categorical Exclusion (CE) ☐
  - Has the NEPA documentation been approved? Please provide the date of approval, or the anticipated date of completion.
  - At what stage of completion is your design?
    - Have Preliminary Plans been submitted to WSDOT for approval?
      - If not, when is this milestone scheduled to be complete?
    - When are Preliminary Plans expected to be approved?
  - Are there any other PE/Design milestones not listed above? Please identify and provide estimates dates of completion.

**14a-2: What is the status of Right of Way?**

- How many parcels do you need? N/A
- What is the zoning in the project area (e.g., commercial, residential, etc.)?
- Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.
- Does your agency have experience in conducting right of way acquisitions of similar size and complexity?
- If not, when do you expect a consultant to be selected, under contract, and ready to start?

	<ul style="list-style-type: none"> <li>• Identify <u>all</u> relevant right of way milestones, including the current status and estimated completion date of each. For example:             <ul style="list-style-type: none"> <li>○ True cost estimate of Right of Way</li> <li>○ Right of Way Plans (stamped)</li> <li>○ Relocation Plan (if applicable)</li> <li>○ Right of Way Certification</li> <li>○ Right of Way Acquisition</li> <li>○ Certification Audit by WSDOT Right of Way Analyst</li> <li>○ Relocation Certification, if applicable</li> </ul> </li> </ul> <p><b>14b. If funds are requested for Construction:</b> Complete sections 14a-1 and 14a-2 above, and complete 14b below.</p> <p><b><u>14b: What is the status of the milestones for the construction phase?</u></b></p> <ul style="list-style-type: none"> <li>○ Do you have an Engineer's Estimate? Please provide a copy if available.</li> <li>○ Identify the environmental permits needed for the project and when they are scheduled to be acquired.</li> <li>○ Is PS&amp;E approved? Please provide the date of approval, or the date when PS&amp;E is scheduled to be submitted for approval.</li> <li>○ When is the project scheduled to go to ad?</li> </ul> <p><b>Note:</b> for projects awarded PSRC funds through this competition, the information provided above for each milestone will be incorporated into the project's Progress Report for future monitoring, as part of PSRC's project tracking program.</p>
<p align="center"><b>OTHER CONSIDERATIONS (NO POINTS)</b></p>	
<p align="center">15</p>	<p><b>Please describe any <u>additional</u> aspects of your project</b> not previously addressed in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of rural town centers and corridors. Note: no points will be given to this section.</p> <p>Carnation's focus is on creating a vibrant rural town center that safely attracts residents and welcomes visitors. Since as early as 1992 this has been a key desire of the City and we're closer than ever before thanks to PSRC's previous support of the recently completed Tolt Action Plan. The plan charts a path to achieve the City's vision through a series of projects. With Carnation's sight now set on achieving the next step, the requested grant funding will help to ensure Carnation's ability to continue the community momentum through further advancement of this first "key downtown" project. Carnation appreciates Puget Sound Regional Council's previous financial support and asks for your consideration and continued support in helping Carnation make the City and Community vision a reality.</p>

**REMINDER: When you submit this application, please remember to also attach the Project Budget and Schedule spreadsheet and any maps or other project schematics, if applicable.**

## Project Budget and Schedule

Complete all entries below; identify sponsor and title, and answer questions 13d, 13e and 13f.

<b>Project Sponsor:</b>	City of Carnation
<b>Project Title:</b>	SR 203/Tolt Avenue Central Business District Improvements (Eugene Street to Rutherford Street)

### 13d. Project Budget and Schedule

In the table below please provide information on the financial budget and schedule for the entire project. Please indicate amounts and sources of both secured and unsecured funds, by phase. Include all phases in the project, from start to finish, and indicate when each phase will be completed. The requested PSRC funds identified in the application must also be reflected in the table below. Use as many rows per phase as necessary to reflect the financial plan for each phase.

You may add additional rows as needed; if a phase is not required for the project, indicate "n/a." If you need assistance completing this section, contact Tracy Murray at (206) 971-3277 or tmurray@psrc.org.

Phase	Funding Source(s)	Secured / Unsecured	Amount	Schedule
Planning	PSRC RTCC	Secured	\$ 177,000	Estimated Phase
Planning	City Funds	Secured	\$ 23,000	Completion Date:
<b>Planning TOTAL:</b>			<b>\$ 200,000</b>	Completed

60% Design and Permit Preparation	PSRC RTCC	Unsecured	\$ 440,000	Estimated Phase Completion Date:
60% Design and Permit Preparation	City Funds	Secured	\$ 60,000	
Final Design	WSDOT H&LP Ped/Bicycle	Unsecured	\$ 150,000	
Final Design	TIB Small City	Unsecured	\$ 100,000	
Final Design	DOE Water Quality	Unsecured	\$ 50,000	
Final Design	City Funds	Unsecured	\$ 50,000	
<b>Engineering / Design TOTAL:</b>			<b>\$ 850,000</b>	September 2014

Right-of-Way - No Additional Needed				Estimated Phase
<b>Right-of-Way TOTAL:</b>			<b>\$ -</b>	Completion Date:
				N/A

Construction	PSRC RTCC	Unsecured	\$ 1,000,000	Estimated Phase Completion Date:
Construction	TIB Small City	Unsecured	\$ 700,000	
Construction	DOE Water Quality	Unsecured	\$ 250,000	
Construction	WSDOT H&LP Ped/Bicycle	Unsecured	\$ 1,000,000	
Construction - Undergrounding	Puget Sound Energy	Unsecured	\$ 420,000	
Construction	City/Local Funds	Unsecured	\$ 1,230,000	
<b>Construction TOTAL</b>			<b>\$ 4,600,000</b>	December 2017

<b>TOTAL Estimated Project Cost, All Phases:</b>			<b>\$ 5,650,000</b>	Estimated Project Completion Date: December 2017
--	--	--	---------------------	--

**13e. Provide documentation and/or an explanation of the secured funds identified above.**

For example, provide web links to a grant award notification, provide the page number of local funds identified for the project in the local 6-year transportation program or transit plan, etc. For more information on the definition of secured/unsecured funds, refer to:

[www.psrc.org/assets/7911/Definitions\\_SecuredandUnsecuredFunding.pdf](http://www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf)

**Planning Phase** - The secured funds for the recently completed planning phase for SR 203/Tolt Avenue were a combination of PSRC 2005 Rural Town Centers and Corridors Program funds and City funds. **See Exhibit A PSRC Rural Town Centers and Corridors Program Projects Recommended for Selection dated July 2007 attached.** The Tolt Avenue Action Plan dated February 2013, funded by the planning phase, identified improvements in the SR 203/Tolt Avenue corridor and prioritized them into a series of manageable projects. The SR 203/Tolt Avenue Central Business District Improvements project was identified as a first tier project.

**60% Design and Permit Preparation Phase** - The secured City funds for design have been included in the City's TIP since 2007. The most recent 6 Year TIP for 2013 to 2018 was adopted in June 2012. **See Resolution 374 and the 2013 to 2018 TIP in Exhibit 8 attached.**

**13F. Provide additional information on any funds identified in the table above as unsecured.** For example, identify the estimated approval date of funds for the project into the local 6-year program; if applying for future grants, indicate when you will apply and to what program; if pursuing a limited improvement district, bonding, or other local funding mechanism, when will that occur and what additional steps are required; etc. For more information on the definition of secured/unsecured funds, refer to :

[www.psrc.org/assets/7911/Definitions\\_SecuredandUnsecuredFunding.pdf](http://www.psrc.org/assets/7911/Definitions_SecuredandUnsecuredFunding.pdf)

**60% Design and Permit Preparation Phase Grant Funding** - Application for PSRC's 2013 Rural Town Centers and Corridors Program (Funds Anticipated to be Available November 2013)

**Final Design Phase Grant Funding** - Application for WSDOT Highways and Local Programs Pedestrian and Bicycle Program, TIB's Small City Arterial Program, and Washington DOE Water Quality Grant Program (Funds Anticipated to be Available End of 2014)

**Construction Phase Grant Funding** - Application for PSRC's 2016 Rural Town Centers and Corridors Program, WSDOT Highways and Local Programs Pedestrian and Bicycle Program, TIB's Small City Arterial Program, Washington DOE Water Quality Grant Program (Funds Anticipated to be Available End of 2016). The City also plans to partner with Puget Sound Energy to underground the overhead utilities.

**City Funds for Design and Construction** - The City's 6 Year TIP will be updated this year to reflect the specific phased approach and projects identified in the Tolt Action Plan including the SR 203/Tolt Avenue Central Business District Improvements project. The City will also continue to look for additional partnership opportunities.

## **2013 Rural Town Centers & Corridors Program PSRC Grant Application Exhibit Table of Contents**

Exhibit A – PSRC RCC & C Program Selected Projects 2007

Exhibit 1 — Vicinity Map

Exhibit 2 — Project Limits Map

Exhibit 3 — Project Photographs

Exhibit 4 — Carnation Project Accident Data

Exhibit 5 — 2004 Carnation Comprehensive Plan - Community Design Element

Exhibit 6 — 2011 Carnation Comprehensive Plan - Transportation Element

Exhibit 7 — Tolt Avenue Action Plan – Central Business District (CDD)

Exhibit 8 — Carnation Resolution No. 374 Six Year STIP

Exhibit 9 — Letters of Support

## **Exhibit A**

**PSRC Rural Town Centers and Corridors Program**  
**Projects Recommended for Selection**  
July 2007

<b>County Area</b>	<b>Project Title</b>	<b>Lead Agency</b>	<b>Phase</b>	<b>Federal Funds Proposed for Approval</b>	<b>Comments - Explanation</b>
<b>KING</b>	SR203/Tolt Avenue Redevelopment Plan	<b>City of Carnation</b>	<b>Planning</b>	\$177,000	Planning for redevelopment of SR203/Tolt Ave to create "Main Street" within city limits
	SR 203/Main Street Reconstruction (NE Bird St. to NE Ring St)	<b>City of Duvall</b>	<b>Capital: Design &amp; Construction</b>	\$475,000	Main Street rehabilitation project through "old town" continues implementation of priority project from SR203 Pilot Corridor Study
<b>KITSAP</b>	Miller Bay Corridor Suquamish Safe Routes to School construction	<b>Kitsap County</b>	<b>Capital Construction</b>	\$250,000	Builds upon 2005 planning grant to develop pedestrian project linking tribal residential areas to school and commercial center
<b>PIERCE</b>	SR165 and Ryan Road Realignment Project	<b>City of Buckley</b>	<b>Capital Construction</b>	\$500,000	Project at SR 165 and multiple intersections, including SR 410 and Foothills Trail, to redevelop and realign roadways to improve auto, pedestrian and bicycle safety and traffic flow
	SR 161: Lynch Street to Mashell River	<b>City of Eatonville</b>	<b>Capital PE &amp; Environ documentation</b>	\$348,000	Follow up to 2005 downtown planning grant to develop preliminary engineering and environmental documents for up to four downtown "Main Street" type projects
<b>SNOHOMISH</b>	* Phase III of Sultan Basin Road Realignment with US 2	<b>City of Sultan</b>	<b>Capital Design</b>	\$250,000	Phase III (final phase I & II completed Feb 2007) to design south leg of Sultan signalized intersection that removed unsafe access to/from US 2
<b>Total Federal Funds</b>				<b>\$2,000,000</b>	

## **Exhibit 1**

Document Path: K:\project\32200\32262\GIS\mxds\VicinityMap.mxd



Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), and the GIS User Community

Date: 3/28/2013

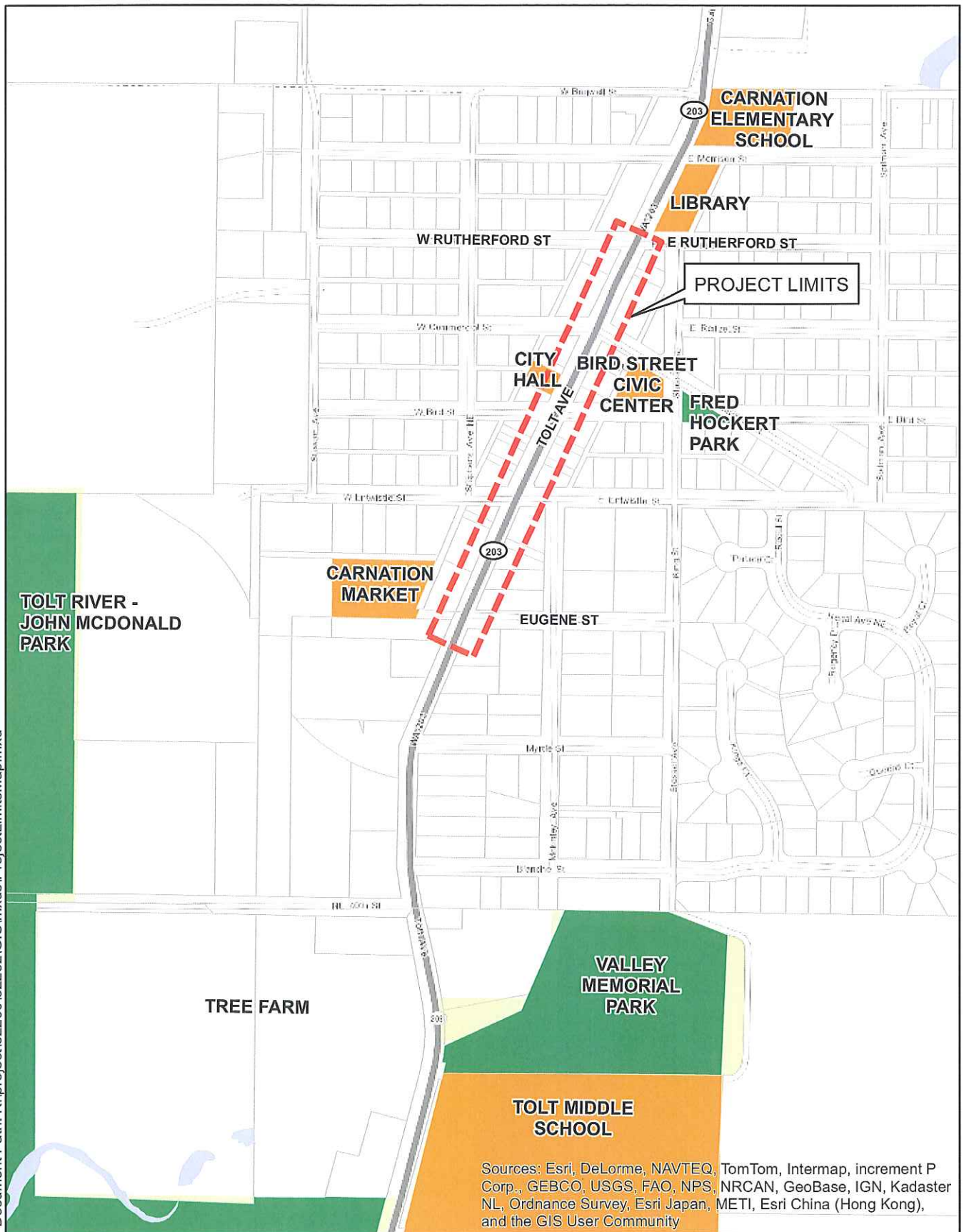
## Vicinity Map Exhibit 1

SR 203/ Tolt Avenue  
Central Business District Improvements



## **Exhibit 2**

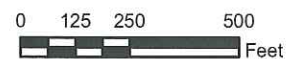
Document Path: K:\project\32200\32262\GIS\mxds\ProjectLimits\Map.mxd



Date: 3/28/2013

## Project Limits Exhibit 2

SR 203/ Tolt Avenue  
Central Business District Improvements



## **Exhibit 3**

## Exhibit 3



SR 203/ Tolt Avenue – Looking south at Commercial Street



SR 203 / Tolt Avenue – Looking south between Commercial and Bird Streets

## Exhibit 3



SR 203 / Tolt Avenue – Looking south at Bird Street



SR 203 / Tolt Avenue – Looking south between Bird and Entwistle Streets

## Exhibit 3



SR 203 / Tolt Avenue – Looking South at Entwistle Street



SR 203 / Tolt Avenue looking south between Entwistle Street and Eugene Street

## **Exhibit 4**

Exhibit 4

SR 203/Tolt Avenue  
Accident Data Summary January 2006 - August 2011  
Source: WSDOT

LOCATION	TYPE	SEVERITY	CITY	JURISDICTION	PRIMARY TRAFFICWAY	DATE	TIME	MOST SEVERE INJURY TYPE	# INJ	#FAT	#VEH	#PEDS	#PEDAL	FIRST COLLISION TYPE / OBJECT STRUCK	JUNCTION RELATIONSHIP
Commercial i/s	RA	PDO	Carnation	State Route	203	01/03/06	10:57 AM	No Injury	0	0	2			Entering at angle	At Intersection and Related
Eugene i/s	RE	PDO	Carnation	State Route	203	03/13/06	12:45 PM	No Injury	0	0	2			From same direction - both going straight - one stopped - rear-end	At Intersection and Related
Eugene-Entwistle	RE	PDO	Carnation	State Route	203	05/08/06	6:46 AM	No Injury	0	0	2			From same direction - both going straight - both moving - rear-end	Driveway Related but Not at Driveway
Commercal i/s	RE	PDO	Carnation	State Route	203	06/24/06	9:08 PM	No Injury	0	0	2			From same direction - both going straight - one stopped - rear-end	At Intersection and Related
Commercial-Rutherford	RE	PDO	Carnation	State Route	203	07/11/06	4:00 PM	No Injury	0	0	2			One car entering driveway access	At Driveway
Myrtle-Eugene	RE	Injury	Carnation	State Route	203	08/02/06	5:36 PM	Possible Injury	2	0	3			From same direction - both going straight - one stopped - rear-end	Not at Intersection and Not Related
Entwistle i/s	RE	PDO	Carnation	State Route	203	09/22/06	3:04 PM	No Injury	0	0	2			From same direction - both going straight - one stopped - rear-end	At Intersection and Related
Eugene-Entwistle	U-turn	PDO	Carnation	State Route	203	10/23/06	2:45 PM	No Injury	0	0	2			From same direction - all others	Not at Intersection and Not Related
Eugene i/s	LT	PDO	Carnation	State Route	203	10/31/06	2:57 PM	No Injury	0	0	2			Entering at angle	At Intersection and Related
Morrison i/s	Ped	Injury	Carnation	State Route	203	12/04/06	6:33 AM	Possible Injury	1	0	1	1		Vehicle going straight hits pedestrian	At Intersection and Related
Commercial i/s	Other	PDO	Carnation	State Route	203	04/06/07	12:00 PM	No Injury	0	0	1			Vehicle Struck by Other Road or Construction Machinery	At Intersection and Related
Entwistle i/s	LT	PDO	Carnation	State Route	203	07/26/07	4:50 PM	No Injury	0	0	2			Entering at angle	At Intersection and Related
Entwistle-Bird	RE	PDO	Carnation	State Route	203	08/08/07	11:07 AM	No Injury	0	0	2			One car entering parked position	Not at Intersection and Not Related
Eugene i/s	LT	PDO	Carnation	State Route	203	01/07/08	12:33 PM	No Injury	0	0	2			One car leaving driveway access	At Driveway within Major Intersection
Bird i/s	PC	PDO	Carnation	City Street	BIRD ST	06/03/08	7:04 PM	No Injury	0	0	2			One parked--one moving	At Intersection and Not Related
Myrtle-Eugene	LT	PDO	Carnation	State Route	203	06/04/08	12:30 PM	No Injury	0	0	2			One car leaving driveway access	At Driveway
Myrtle-Eugene	RE	Injury	Carnation	State Route	203	06/27/08	5:28 PM	Possible Injury	1	0	2			From same direction - both going straight - both moving - rear-end	Intersection Related but Not at Intersection
Commercial i/s	RE	PDO	Carnation	State Route	203	07/13/08	1:30 PM	No Injury	0	0	2			From same direction - both going straight - one stopped - rear-end	At Intersection and Not Related
Bird i/s	RE	Injury	Carnation	State Route	203	09/03/08	4:34 PM	Possible Injury	1	0	3			From same direction - both going straight - one stopped - rear-end	At Intersection and Not Related
Eugene i/s	RE	PDO	Carnation	State Route	203	05/26/09	3:34 PM	No Injury	0	0	2			From same direction - both going straight - one stopped - rear-end	At Driveway within Major Intersection
Entwistle i/s	LT	Injury	Carnation	State Route	203	06/27/09	6:40 PM	Serious Injury	1	0	2			From opposite direction - one left turn - one straight	At Intersection and Related
Entwistle i/s	LT	Injury	Carnation	State Route	203	05/15/10	5:02 PM	Evident Injury	1	0	2			Entering at angle	At Intersection and Related
Commercial i/s	LT	PDO	Carnation	State Route	203	10/24/10	2:46 PM	No Injury	0	0	2			From opposite direction - one left turn - one straight	At Intersection and Related
Myrtle-Eugene	PC	PDO	Carnation	State Route	203	12/28/10	5:03 PM	No Injury	0	0	2			One parked--one moving	Not at Intersection and Not Related
Eugene i/s	LT	Injury	Carnation	State Route	203	02/01/11	8:10 AM	Possible Injury	1	0	2			From opposite direction - all others	At Intersection and Related
Eugene i/s	LT	Injury	Carnation	State Route	203	05/18/11	5:14 PM	Evident Injury	1	0	2			From opposite direction - one left turn - one straight	At Driveway within Major Intersection
Bird i/s	Ped	Injury	Carnation	State Route	203	06/11/11	12:08 PM	Possible Injury	1	0	1		1	Vehicle - Pedalcyclist	At Intersection and Related

## **Exhibit 5**

## **CHAPTER 4 – COMMUNITY DESIGN ELEMENT**

### ***I. INTRODUCTION***

The Growth Management Act (GMA) and urban growth throughout the Puget Sound region intensify pressure for development in the Snoqualmie Valley. Carnation is in the process of siting and permitting a sewer system with King County. The sewer system will enable residential and commercial growth at urban densities within the City. Increased commercial and business growth is a top priority for the City to be able to support itself and provide adequate services to city residents. Carnation is a unique community in a historic and pastoral setting, and has an opportunity to define and guide the type of commercial center it wishes to develop when a sewer system is constructed.

A Business Corridor Design Committee (BCDC) was formed in 2000 to develop a vision for the future of Carnation's downtown "main street", as well as to define goals to implement that vision. Approximately seven community members and business owners with an interest in Carnation's downtown area were on the committee. The Business Corridor Design Committee built on ideas that had been initially formed by the Downtown Design and Revitalization Committee in the early- to mid- 1990s.

With the assumption of sewers being available in 2008, the City is anticipating an increase in growth from 1% per year to 5% per year from 2008-2012, and 3% from 2013 through 2022. The City is currently considering creating and adopting design guidelines to create a uniform and attractive approach for future development. These design guidelines will use direction from this Comprehensive Plan, October 2000 goals, guideline recommendations from the BCDC, and citizen and city staff input. This chapter and the ideas from the BCDC focus on the design guidelines for the business corridor. Future design standards will likely cover development along Carnation's SR 203 Corridor and all citywide non-single family residential uses. This Element chapter mainly discusses the ideas and goals of the BCDC (many of which could be applied to future design guidelines) with the understanding that future adoption of design standards and all goals and policies to any subsequent amendments shall supersede this Element chapter and be adopted by reference in their entirety to assure consistency between the Comprehensive Plan and the City's Design Standards.

The primary goal for implementing design standards in Carnation is to preserve and strengthen the small town country character of the early 20<sup>th</sup> Century. Design standards will promote the unique diverse mixture of recreational, agricultural, and commercial activities through appropriate treatment of existing buildings and through compatible new design and landscaping of the SR 203 Business Corridor.

A broad list of goals was generated by the Business Corridor Design Committee, including pedestrian and automobile orientation, landscaping, appropriate types of land use, design integrity and consistency in the downtown urban core, economic growth,

## **City of Carnation 2004 Comprehensive Plan COMMUNITY DESIGN ELEMENT**

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and maintaining links to the natural environment. Specific details of the goals were listed in order to identify what is necessary to implement them. Implementation of a unified vision for the City of Carnation Business Corridor cannot be successfully achieved without garnering community and political support, adopting regulatory measures and guidelines, and locating available sources of funding. The goals generated as part of the committee effort can eventually be translated into design guidelines which would work with new land use regulations, improvements to streets and parks, and the development of new public facilities to create a dynamic setting for civic activities and private development.

### **CONCEPTS SUMMARY**

The objective of the Community Design Element is to outline the community's recommendations on policy direction for public and private actions affecting development in downtown Carnation, which will support the community's vision for the future of the city. The Community Design Element contains three broad goals:

1. Facilitate Carnation's economic growth
2. Create a Business Corridor identity
3. Maximize benefits from Carnation's existing resources

The following discussion on issues and recommended actions is directed at these goals and intended to work together as a unified concept.

### **1. FACILITATE ECONOMIC GROWTH IN CARNATION**

To promote economic growth and development in Carnation, the City should encourage the type of development and design which encourages tourism, provides needed services to the local population, and at the same time supports the family friendly rural character of Carnation's community.

#### **Recommended Actions:**

**Promote Small Businesses.** Small retail or specialty stores integrated into the fabric of the downtown core would be more consistent with preserving a rural small town image than large chain stores, fast food restaurants, or strip malls. These specialty stores, or even restaurants, could sell agricultural based items which are local to the area, such as cheeses, milk or berry products. Activities associated with farming could also be represented in town; for instance, blacksmithing, hardware or feed stores. In addition, craft stores or galleries would provide a showcase for local craftspeople, supply studio space, and art materials.

**Establish Links to Existing Local and Regional Resources.** Remlinger Farms is a popular tourist destination for Puget Sound residents. Carnation could capitalize on its popularity by exploring the possibility of having the Farm open shops in town selling agricultural products.

**City of Carnation**  
**2004 Comprehensive Plan**  
**COMMUNITY DESIGN ELEMENT**

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By doing so, Carnation could easily establish links with those local and regional resources already drawing visitors to the area. Other farms in the area also draw from a regional audience, including such farms as the Jubilee Farms and Hjertoos Tree Farm.

The Snoqualmie Valley Trail, Tolt MacDonald Park, and natural resources such as the Tolt and Snoqualmie Rivers draw campers, cyclists, and other visitors from throughout the region. Carnation could capitalize on these attractions by providing services which cater to the needs of these consumers.

***Promote Family and Tourist Oriented Businesses.*** Carnation would also like to be perceived as a family outing destination. Specific types of businesses were identified to supplement those small retail and specialty shops listed above.

These include a soda fountain, ice cream shop, a bed and breakfast, a bicycle shop to support the local and recreational touring bicycle population, and public improvements such as picnic facilities in the parks. Other activities and facilities could be developed to further serve as a draw to the area, including outdoor gardens and concerts, and a greater variety and number of festivals and fairs.

***Encourage Services for Local Residents.*** Attention must be paid to not only the types of development and design which will support economic growth downtown, but also towards what will enhance the quality of life for residents of Carnation. It is important for local area residents that appropriate activities for the downtown area also include basic services such as a laundromat, pharmacy, and dry cleaners, as well as public facilities such as a swimming pool. Also important to the local community are: structured childcare, preschool, and toddler activities, and an indoor playground facility. Also, family restaurants or cafes with ethnic diversity as well as a place for a demonstration community garden where current environmentally responsible gardening practices could be demonstrated. Getting the King County Branch of the WSU Extension or a local college involved is a possibility. This would also draw people from the valley and other areas here to visit the garden and come to workshops.

Plans for downtown development should also keep in mind that Carnation residents are composed of a wide diversity of ages and income levels whose special needs should be accommodated. Part of this would entail a mixed land use policy for development in the downtown area, where several different types of development are located relatively close to each other, for example, office space above stores with off street parking available.

***Advocate Cooperative Marketing by the City and Businesses.*** The Chamber of Commerce could be encouraged to engage in joint marketing and promotional efforts. A promotional brochure identifying Carnation's specific development goals and what it is doing to encourage and support development of these businesses could be developed as part of a campaign to market Carnation.

**City of Carnation  
2004 Comprehensive Plan  
COMMUNITY DESIGN ELEMENT**

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**2. CREATE A BUSINESS CORRIDOR IDENTITY**

The goal of the Community Design Element is to reflect, promote and develop the values of Carnation's citizens. First among these values is Carnation's rural character and small town feel. In addition, Carnation residents seek to maintain & promote a diverse, creative community, preserve its natural assets, build on its human potential, and continue to archive and promote its history.

The design of the business corridor district includes two broad goals which are outlined as follows:

- To establish a business district that has visual appeal and reflects our character and values.
- To encourage a closer community by developing a pedestrian-oriented downtown that includes a central town square or comparable meeting places.

**ESTABLISH A BUSINESS DISTRICT THAT HAS VISUAL APPEAL, REFLECTS OUR VALUES, AND ADDRESSES THE NEEDS OF THE BUSINESS COMMUNITY.**

**Recommended Actions:**

**Create a Business Corridor Building Design Theme.** Carnation residents would like to create a building design theme for its business district that is founded in authentic representations of its history, rivers, farms and rural lifestyle. It is the intent of this community to clearly articulate design concepts that recreate the features and styles of buildings at the turn of the 20<sup>th</sup> century and apply these consistently throughout the business district in order to achieve a strong and uniform identity.

Confidence in this approach to healthy economic activity is born out by Leavenworth and Winthrop. These towns have established a clearly identified and uniform design scheme that has encouraged tourism and maintained a small town, historic feel.

Carnation already has in place the beginnings of a downtown core that fulfills this intent. Many of the businesses are located within a few blocks of each other on Tolt Avenue, and a number of these businesses occupy either historic buildings or buildings that have sought to simulate rural and historic building design styles.

The many old photographs available at the Tolt Historical Society, in Tolt Hall and elsewhere as well as the many farm properties provide a good resource for reviewing and assembling design concepts for our town.

Some of the design features to be encouraged include two-storied buildings, awnings, balconies, metal roofs, facades, and traditional style building materials and colors.

**Designate a Business Corridor Design District.** Carnation's downtown identity depends upon not just design concepts and types of economic activity but also upon a distinct definition of its perimeters. Carnation would like to establish a clearly defined

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commercial district that effectively communicates who we are and guards against a sprawling, hodge-podge urban core. Residents would like a town that welcomes one into a neighborhood of warmth, color, comfort, and interest.

It is agreed that the business design district should be primarily located on Tolt Avenue extending from the Tolt River Bridge to the northern extent of the projected Potential Annexation Area. Currently, there are many empty spaces along Tolt Avenue, which break up the downtown core and feel fractured and haphazard. New businesses in town will be encouraged to fill in these spaces and create a continuous line of shops with compatible design styles, thereby creating a sense of cohesion, economic strength and vitality.

***Establish a Town Square.*** Historically, many cities have had a town square located in the heart of their commercial district. A town square in Carnation would encourage a sense of community and a pedestrian-oriented downtown area by providing a place to meet, rest, and converse.

There is an excellent opportunity to replicate this type of space by enhancing the public services corridor from Stephens to Stossel Streets, and from Blanche to Rutherford Streets. Public improvements could tie-in the senior center, city hall, transit stop, city parking lot, multi-service center, Hockert Park and the open space in the undeveloped portion of Bird Street.

This corridor, coupled with adjacent downtown businesses, could accommodate a variety of activities and events, including art, farmer's markets, music and craft shows, and festivals. On a day to day seasonal basis, the square could perhaps be occupied by street vendors, espresso carts, and displays of local artwork. The square could contain a drinking fountain, bicycle rack, and ample bench seating, with entrances or paths to retail shops, restaurants and the multi-service center.

***Identify and Enhance Gateways to the Downtown Core.*** Gateways and markers that designate the entrance into a town are the first impression a traveler sees when he comes into a city. To provoke the visitor's interest, Carnation's rich history needs to be depicted in a monument that could be placed on each side of the historic downtown area (on both north and south sides of the business district, along Tolt Avenue). A composite of Carnation's history could be created on the monuments: a Snoqualmie Indian; a pastoral view including the dairy cows for which Carnation is famous, and perhaps a logging scene.

Making better use of existing markers is also worthwhile. There are remnants of a historical set of monuments marking the boundaries of Tolt, the town's former name. They are constructed out of river rocks and located at the edge of downtown.

These monuments could be enhanced with some attractive shrubbery and flowers. Placards giving facts about Carnation's history placed alongside the markers could also be of interest to the pedestrian, particularly for the monument on the south edge of town. In addition, the welcoming signs on SR 203 need to be updated and accentuated

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with some attractive shrubbery and flowers.

Along with the placement of a monument acknowledging Carnation's rich past and present, the northern edge of downtown could be further enhanced through landscaping and the use of trees. The southern entrance is currently defined by the bridge crossing the Tolt River and the open space containing the ball park to the west. While a distinct marker, the bridge could be made a more interesting focal point by replacing the green paint on its steel girders with a muted Indian geometric design; the Albuquerque, New Mexico airport is an example of successful integration of an Indian theme into existing architecture. Bus stops could also be thought of as gateways into the city. While current artwork within Carnation's bus stop is attractive, some work could be done on the frame of the bus shelter that could tie in with the early 20th century character of the town.

***Use Public Art as a tool to Reflect Carnation's Character/Encourage Future Growth.*** Through public art Carnation can beautify its downtown to attract future businesses, as well as help fill vacant storefronts. Appropriate color, through the use of banners, flags, and creative building graphics, helps bolster a sense of place and community identity by adding life and interest to what otherwise might be a dreary urban environment, at a relatively inexpensive cost. Other towns in the Eastside area have made effective use of banners with the town's name and an attractive logo; it is worth Carnation's consideration to try this as well.

Public art is more than merely urban decoration; it can increase the public awareness of surroundings, and reflect what is best about Carnation's cultural, historical and geographic characteristics. In light of this, artwork or sculptures associated with wild animals found in the area might be incorporated along Tolt Avenue, the Snoqualmie Valley Trail, and in the parks and town square. In addition, murals and/or photographic reproductions of Carnation's past should be encouraged on the sides of buildings in the downtown area, as the latter has already been successfully used.

Increasingly, artists in Carnation are making a substantial contribution to the character and quality of life here. Public art offers a very good opportunity to move forward very quickly in defining and communicating who we are, in a way that is unique, powerful and relatively inexpensive. With some planning Carnation could embark upon a plan to incorporate artwork into the design theme for the business district and its public places. Artwork, reflecting our history, people, rivers and farming community, would provide local residents and visitors alike with a consistent visual representation of our best.

***Create a Safe and Attractive Pedestrian Environment.*** A successful business corridor in Carnation, as opposed to a "commercial strip", depends upon convenient and attractive pedestrian circulation, interesting sidewalk activities, and pedestrian friendly buildings facades. The business corridor design for Carnation should focus on creating a high quality pedestrian environment.

Pedestrian activity is the primary purpose of sidewalks. Carnation's sidewalks can be made more attractive to pedestrians by installing street furniture such as street lighting,

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benches, trees and flower planters. These can also help to unify and upgrade the visual character of the downtown. This might include the installation of multi-globed street lights along Tolt Avenue and the town square, similar to those street lights in Seattle's Pioneer Square.

Currently Carnation's sidewalks in the existing commercial area are not sufficiently wide enough to install street furniture. Since Tolt Avenue through town is also a state highway, there is limited opportunity for reducing the width of the roadway to increase the width of the sidewalk. Nevertheless, two bulbs, or sidewalk area expansions have been recently created, one in front of Tolt Towne Center, the other in front of City Hall. While the space on these bulbs is still limited, there is still some room to accommodate quaint sidewalk benches with accompanying overhang, waste receptacles, and newspaper racks.

The creation of additional corner bulbs in Carnation will also increase pedestrian visibility, reduce the speed of automobiles as they make a turn off of SR203, and decrease the actual distance a pedestrian must travel to cross a street. In addition, textured pavements or colored inlays may increase traffic calming for pedestrians and motorists along well traveled streets.

**Add Street Trees and Landscaping.** The repetition of trees bordering streets can also unify Carnation's downtown landscape. Trees add softer color, texture, and definition to a downtown. The city's designation as "Tree City USA" has been helpful, since as a result of this designation, pear trees have been effectively planted along the west and east sides of Tolt Avenue. Nevertheless, further tree planting needs to be encouraged. Another use of trees can be to buffer and screen certain types of unattractive land uses. Some lots, particularly on the southwest side of Tolt Avenue, need this kind of treatment.

**Provide Parking Which Supports The Business Corridor Plan.** Convenient sufficient amounts of available parking are necessary for an economically viable downtown in Carnation. Parking along the streets is more desirable than a proliferation of parking lots, which tends to create "seas" of pavement. Street parking also adds a buffer between pedestrians and traffic, and helps contribute to the pedestrians' sense of safety and enclosure. Street parking can also slow through traffic. Additional parking should be located off of Tolt Avenue on side streets. Signs should direct travelers to these parking areas.

Owners of existing parking lots, particularly on Tolt Avenue, should be encouraged to screen their visibility from the street by using shrubs, flowers, and other plants to soften their appearance.

**Promote Local Parks.** Carnation has a wonderful variety of resources which are known to City residents, including the waterfront parks, the Snoqualmie-Valley Trail, pedestrian and equestrian trails, historic buildings, quaint stores, the library and other public facilities, restaurants, a large supermarket and the Tolt and Snoqualmie Rivers. In addition, both bicycle and automobile tourist traffic typically passes through

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Carnation on the way to Remlinger Farms or on a scenic loop through the Snoqualmie Valley to Snoqualmie Falls. Tourists (and citizens) who stop to enjoy the numerous parks within the city could benefit from attractive informational signs with bullets on Carnation's history.

**3. MAXIMIZE BENEFITS FROM CARNATION'S EXISTING RESOURCES**

***Use Signs and Kiosks to Present Public Information.*** Carnation should take the opportunity to maximize the use of the existing resources in the area by networking its trails, parks, and historic areas. These resources can then be linked to the downtown main street via paths and open spaces. Informational kiosks and signs could then be placed at appropriate locations, such as along the bicycle path, in the town square and at the Rest Stops. These information resources would be instrumental in enticing visitors to use the loop paths and various parks and destinations around town.

***Use State Highway Signs to Promote Carnation.*** The City could create more of a "highway identity" by placing signs which welcome and inform travelers of the amenities available in Carnation along SR203 before entering the City.

***Enhance pedestrian and bicycle Linkages.*** Carnation's Bicycle and Pedestrian Paths and Downtown Bicyclers require different incentives to stop. Because of the Snoqualmie-Valley and other trails, the opportunities for enticing the potential large population of bicyclers into Carnation are numerous. Every bicycler needs food, water, an attractive resting spot, and restrooms at some point on their tour. Directional signs placed along the trail in key locations informing trail users of these services could draw recreationalists into the downtown area.

***Create and Preserve Downtown Scenic Corridors.*** Views of the Tolt and Snoqualmie Rivers and the surrounding hillsides from downtown are important to city residents and contribute to maintaining the rural character and small town quality of Carnation. The city should strive to create opportunities for views when considering new development, as well as identify and preserve existing scenic corridors.

**Recommended Actions:**

Implementation of a unified vision for the downtown area cannot be successfully achieved without garnering community support for identified projects, adopting regulatory measures and guidelines, and locating available sources of funding. Suggestions for implementation strategies include:

1. **Gather Community Support for Development of the Business Corridor:**
  - a) Establish a vision for properties in the Business Corridor.
  - b) Seek involvement from:
    - i. The City Council and the Planning Board

City of Carnation  
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- ii. Service Organizations
  - iii. Chamber of Commerce
  - iv. Residents
  - v. Business
2. **Develop Regulations and Guidelines to establish the character of and the development requirements for properties in the Business Corridor.**  
These Regulations and Guidelines should include, but not be limited to:
- a) Design Standards
  - b) Building Setbacks
  - c) Preserving View Corridors
  - d) Allowing Mixed Uses
  - e) Signs and Lighting Standards
  - f) Parking Standards
  - g) Landscaping and Fencing
  - h) Sidewalk development
3. **Identify and prioritize projects the City can undertake to start development of properties within the Business Corridor or bring people to the Business Corridor.** Undertake as soon as possible:
- a) Create a downtown square
  - b) Establish a connection between the Downtown Square and the Bicycle and Pedestrian trails
  - c) Install gateway signs
  - d) Install kiosks
  - e) Beautification of properties along SR-203
4. **Examine Financing and Identify:**
- a) Necessary Public Expenditures
  - b) Available Funds
  - c) Incentives for Private Sector Participation
  - d) Grant Programs

## **Exhibit 6**

## **City of Carnation Comprehensive Plan TRANSPORTATION ELEMENT**

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- 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 work with King County, WSDOT, the Snoqualmie Tribe, and other local jurisdictions in improving transit service and adequately siting park and ride and park and pool lots in the Carnation area.
- Policy T2.5 The City will minimize potential conflicts between bicycle and automobile traffic by providing signage at intersections of bike trails with roadways.
- Policy T2.6 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 T2.7 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 T2.8 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 T2.9 The City will encourage the siting of bicycle-related commercial activities in the Central Business District and Mixed Use areas.
- Policy T2-10 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

## City of Carnation Comprehensive Plan TRANSPORTATION ELEMENT

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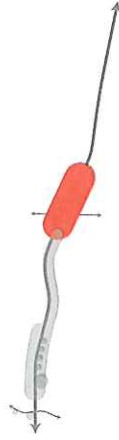
links to existing walking trails and pathways that form the City's looped trails system.

- 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, enhancing 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 encourage 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 in the 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 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,

## **Exhibit 7**



## CENTRAL BUSINESS DISTRICT [FIRST TIER PROJECT]



### DESCRIPTION

This project consists of constructing full street improvements adjacent to the City's Central Business District (CBD) zone between Eugene Street and Rutherford Street. The scope of work includes all hardscape improvements, including street re-grading and paving, power undergrounding, street and pedestrian lighting, storm drainage infrastructure, street trees and planting, and site furnishings. Previously constructed work for the South Greenway is not intended to be replaced.

In addition to work within the Tolt Avenue right-of-way the project includes striping, signage, and wayfinding for on-street parking that will be relocated from Tolt Avenue to adjacent public streets.

### BACKGROUND

This project establishes Carnation's CBD as a destination with a new streetscape that supports on-street and off-street activities. Drivers entering the CBD from both directions will encounter a new concrete roadway that suggests Tolt Avenue as an urban main street. The transition to a concrete roadway and introduction of on-street parking along both sides of Tolt Avenue between Entwistle Street and Commercial Street represent the final steps in a series of improvements designed to let users know they have entered the commercial core. Narrowed travel and parking lanes also provide traffic calming and allow the expansion of the existing pedestrian realm.

Pedestrians and bicyclists entering the CBD on the Greenway from both directions will also experience a change as the Greenway terminates at the downtown core and transitions to a wide, shared sidewalk between

Entwistle Street and Commercial Street. Bicycle parking, signage and other urban streetscape elements alert Greenway users that they are entering a shared space. Continuous planting strips located along the Greenway give way to on-street parking to provide access to adjacent businesses and support downtown activities.

Large street trees anchor street intersections and provide additional traffic calming while existing overhead utility wires are relocated underground to open the streetscape. At-grade planting areas are limited to street intersections for maintenance considerations and should integrate green stormwater infrastructure (GSI) facilities to manage and treat stormwater runoff from the roadway.

Existing on-street parking from the east side of Tolt Avenue, between Eugene Street and Entwistle Street and between Commercial Street and Rutherford Street, is relocated along adjacent public streets to maintain parking capacity in the CBD. On these adjacent streets (McKinley and Stossel Avenues and Eugene, Bird, Commercial and Rutherford Streets) on-street parking is formalized, striped, and signed.

Three typical street sections illustrate proposed improvements within the CBD and address varying right-of-way widths and the location of on-street parking; the south block of the CBD has a 60' right-of-way, while the northern three blocks have a 70' right-of-way.

Annotated plans are provided for all four blocks along Tolt Avenue.

## OBJECTIVE

Response to Project's Guiding Principles:

- **Safe:** Street improvements redefine the roadway proving traffic calming and slower roadway speeds. Curb bulbs at intersections shorten pedestrian crossings and wider sidewalks provide more space for pedestrians.
- **Welcoming:** Benches, plantings, bicycle racks, wayfinding signage and other streetscape elements support a vibrant pedestrian environment that encourages people to get out of their car and explore downtown Carnation.
- **Authentic:** A variety of street furnishings support Carnation's small-town feel and provide opportunities for an evolving streetscape. The termination of the Tolt Avenue Greenway within the CBD also provides a unique asset for Carnation's CBD.
- **Place-making:** Expanded and accessible curb bulbs and wider sidewalks provide opportunities for public gathering and adjacent businesses to construct outdoor seating.
- **Cohesive:** Plantings, pavement finish, pedestrian and street lighting and other streetscape elements set a clear, distinguishable tone that identifies the CBD as a specific place along Tolt Avenue.
- **Maintainable:** Street trees are located at intersections and in larger planting areas to minimize tree maintenance needs and provide for root growth. A

concrete roadway reduces annual street maintenance, repairs and impacts to adjacent businesses.

## PREREQUISITES AND SEQUENCING

This is a First Tier project. Construction of the South Greenway, which provides improved access from major trip generators south of the Commercial Core, is recommended prior to reconstructing the Central Business District streetscape.

Power undergrounding is provided as a part of this project instead of a separate, earlier project to ensure that vaults and handholds are located (horizontally and vertically) to work with proposed street improvements.

The CBD is recommended as a single project to simplify the construction and disturbance to the commercial core, reduce costs for temporary controls and facilities and to increase the likelihood of receiving funding from agencies and organizations that look to fund corridor projects as opposed to independent blocks of infrastructure improvements. However, it may be possible and/or desirable to construct this project as separate phases by separating the area south of Entwistle Street and the area north of Commercial Street. Regardless of the future construction phasing design work for this entire project should be completed as a part of one contract.

## AGENCY AND STAKEHOLDER COORDINATION

### WSDOT

Close coordination will be required with WSDOT to approve the final plans for the roadway and to develop traffic control plans. Preliminary feedback from WSDOT during the planning study indicated that proposed 12-foot travel lanes and eight-foot parking lanes are adequate to meet traffic operations. Detailed engineering studies will be required at intersections to show that curb bulbs and other pedestrian improvements do not impact turning movements to and from Tolt Avenue. A landscape review will also be required.

### PSE

The power undergrounding design will be completed by PSE. Coordination with PSE should start at project kickoff to ensure PSE understands the project goals and importance of horizontal layout. Street lighting should also be coordinated with and designed by PSE/Intolight.

## CONSIDERATIONS FOR EXISTING CONDITIONS

Cross slopes within the existing travel lanes and on-street parking stalls are greater than 2 percent. Spot field measurements indicate existing cross slopes up to seven percent in travel lanes and 10 percent in parking areas. These cross slopes limit the widening of existing public

sidewalks while maintaining ADA compliant cross slopes. To expand the sidewalks, maintain ADA compliant grades, and construct a six-inch traffic curb, the existing roadway must be re-graded.

Undergrounding power distribution in the downtown core will require new service connections at existing buildings; these connections currently happen above ground but will need to be reconfigured to be consistent with underground distribution. The costs for updated service connections, which include reworking connection points at the face of building, will vary by property and require close coordination with property owners. The power undergrounding design should also be closely coordinated with pedestrian improvements to limit vaults and handholds located in the clear path of travel. The horizontal location of the underground joint utility trench (all power and communications) will also need to be coordinated to work with proposed street trees, GSI facilities, and stormwater infiltration facilities.

A geotechnical evaluation of subsurface soils should be performed at locations identified for GSI. Existing infiltration facilities in the public right-of-way may provide sufficient information to characterize existing subsurface soils and size GSI systems but should be reviewed by a geotechnical engineer.

Tree and stormwater infiltration facilities need to be coordinated with existing utility locations (e.g. the public watermain). Base maps of the existing water distribution system indicate the water main is located approximately 16 to 17 feet from the eastern right-of-way line north of

Entwistle Street (one to two feet beyond the proposed face of curb) and six to seven feet from the eastern right-of-way line south of Entwistle Street (middle of the Greenway)

### WAYFINDING AND WAYFINDING UPDATES

The ends of the South and North Greenway, where cyclists transition into the downtown core as pedestrians, are key locations for information kiosks. These should be easily visible from the Greenway, and bicycle racks and amenities should be located nearby. Locations include 1) the east side of Tolt Avenue just north of Entwistle Street, and 2) the east side of Tolt Avenue just south of Commercial Street.

As discussed in the Loop Paths project, pedestrian-oriented directional signs should be placed on Tolt Avenue at the epicenter of the Loop Paths. This may be at Entwistle Street (in the near-term) or Bird Street (depending on Bird Street and Hockert Park design). These signs mark turns in the Loop Paths.

En-route markers on the east side of Tolt Avenue from Entwistle Street to Commercial Street should clearly show users that they have entered the downtown core and that the Greenway continues outside of those few blocks. On the west side, the en-route markers should notify users that they are downtown and on the Red Loop.

At Bird Street, a pedestrian-oriented directional sign on the west side points people to the Senior Center, and on

the east side, guides people to the Farmers Market and Hockett Park.

Automobile-oriented parking signs point motorists to parking on side streets. These should be located at Entwistle Street and Commercial Street on both sides of Tolt Avenue. (Bird Street parking is fairly obvious from Tolt Avenue and Stossel Avenue and will likely not be usable during large events when visitors would most need directional parking signs. As a low priority, parking signs could be added to Bird Street, but may be confusing on event days.) Painting and signs on the side streets should clarify where street parking is allowed. Parking and directional signs should be grouped when they are in the same location to reduce clutter.

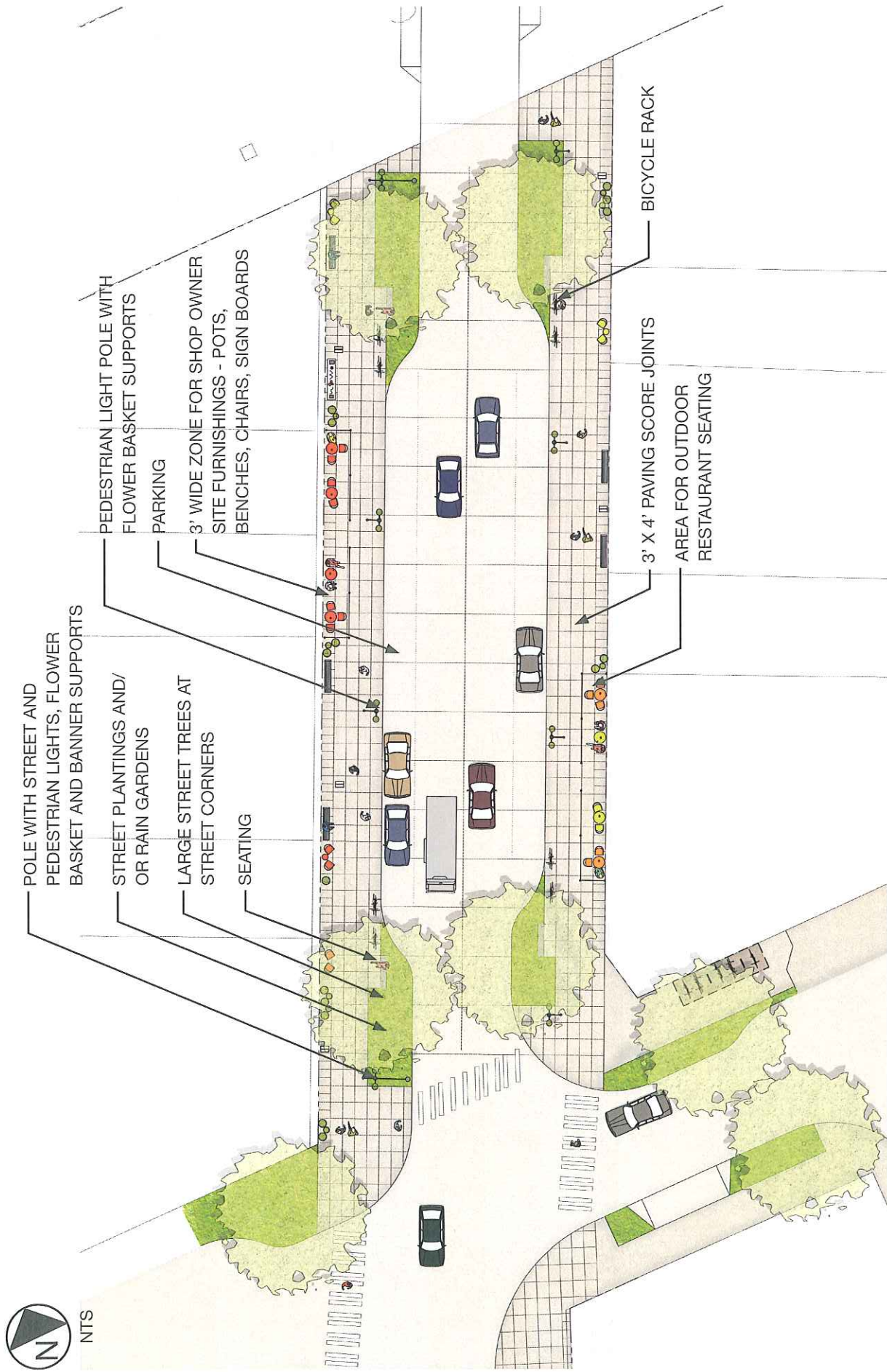
## PROJECT COSTS AND FUNDING OPPORTUNITIES

Anticipated projects costs range from \$6,080,000 to \$7,450,000. A summary and breakdown of these costs is provided in Appendix G.

### Project Funding

- Transportation Improvement Board Small City's Programs
- WSDOT through reallocation of delayed 2013 paving project
- WSDOT Pedestrian and Bicycle Safety Programs
- PSE – 60/40 match for undergrounding
- Department of Ecology Fiscal Year Stormwater Grant Program
- State Transportation Alternative Program (TAP) Funds from MAP-21 (includes previous Federal Transportation Enhancements)
  - <http://www.ecy.wa.gov/programs/wq/funding/funding.html>
- Puget Sound Regional Council Rural Town Centers and Corridors Funding
- National Endowment for the Arts Our Town Grants
- Private funding through a new Local Improvement District (LID).
- Main Street Tax Credit Program

# Central Business District Detail Plan (1 of 1)

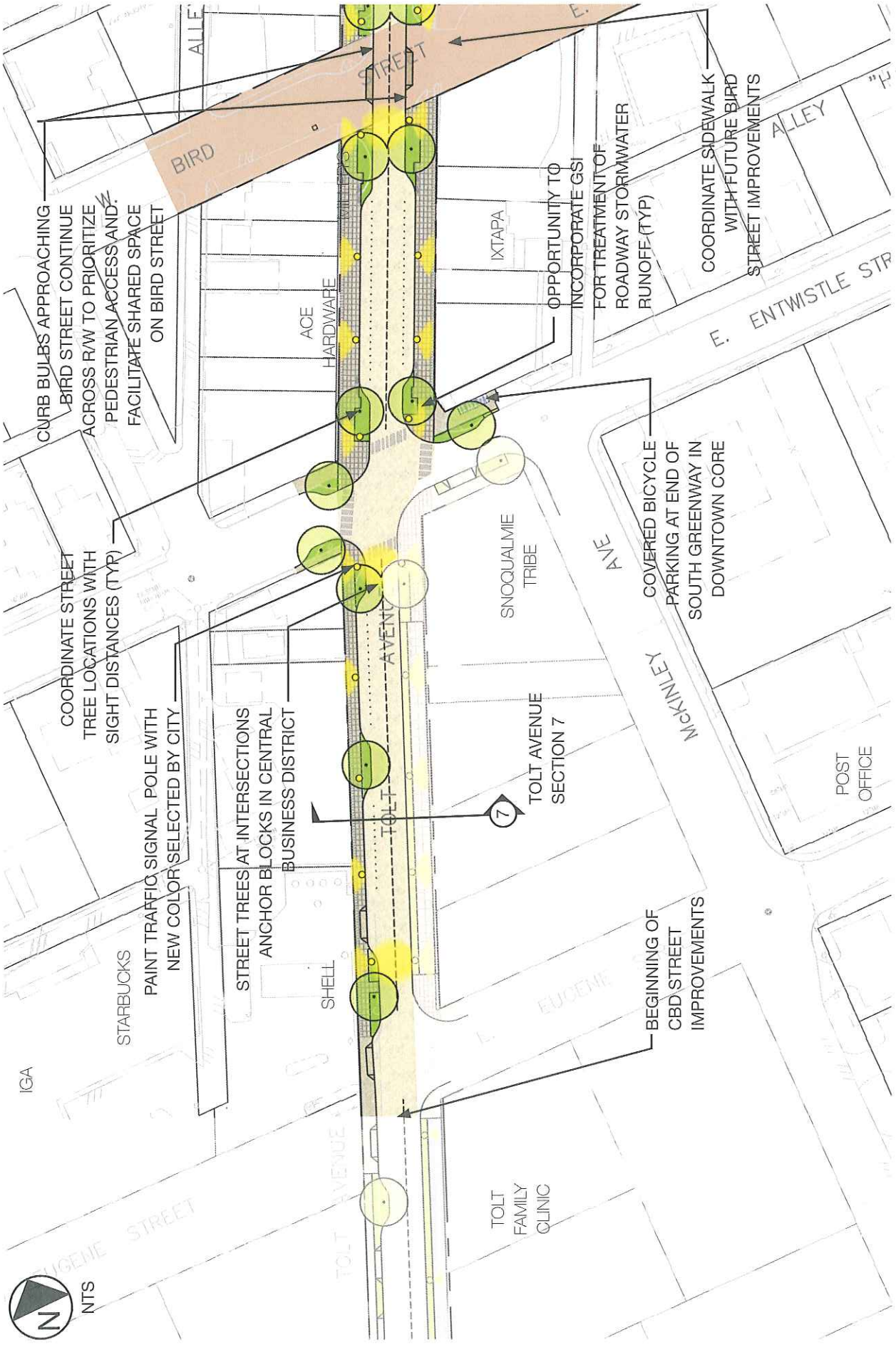


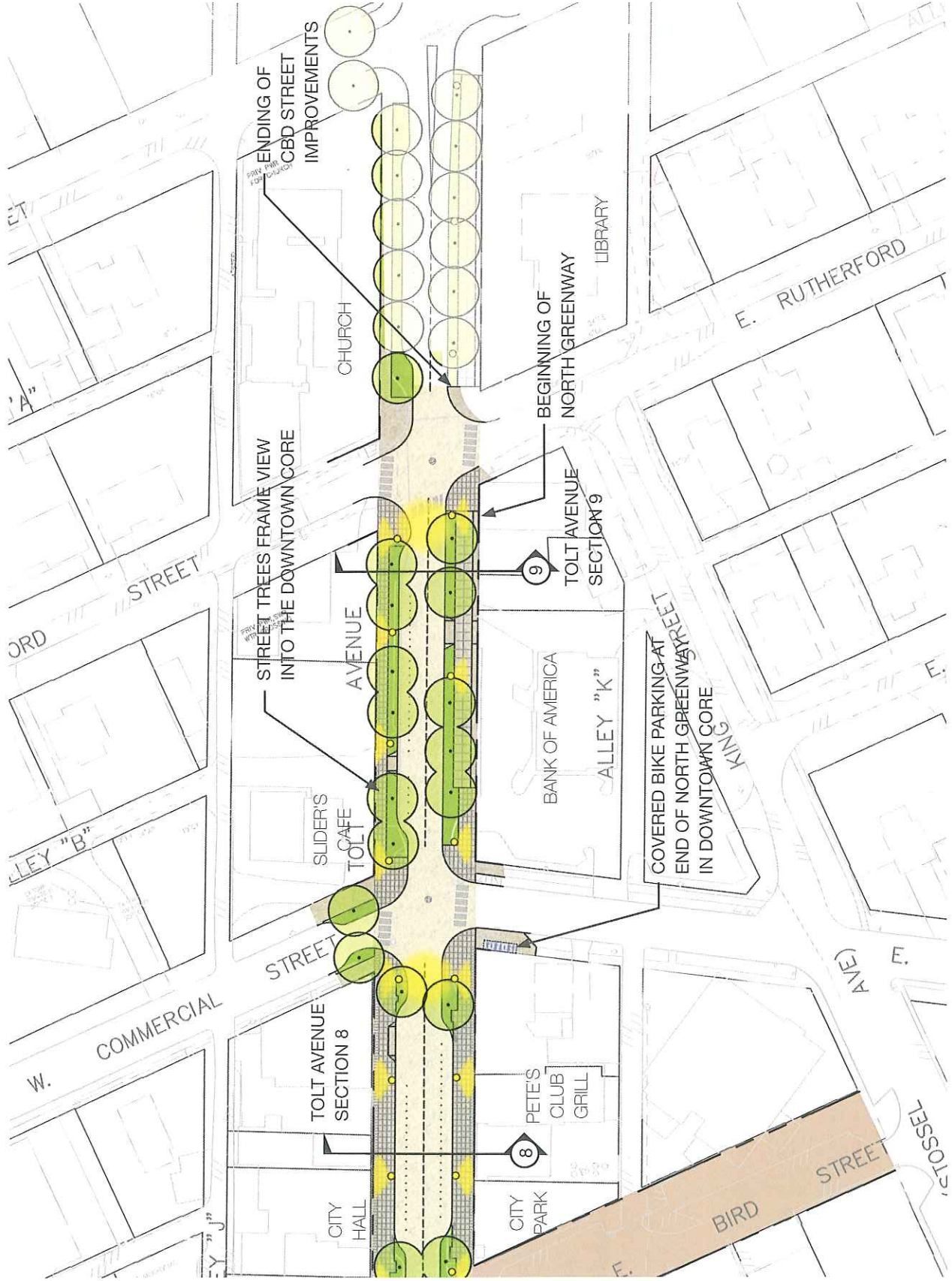
## Central Business District Perspective (1 of 1)

Conceptual Rendering of Central Business District with Proposed Improvements



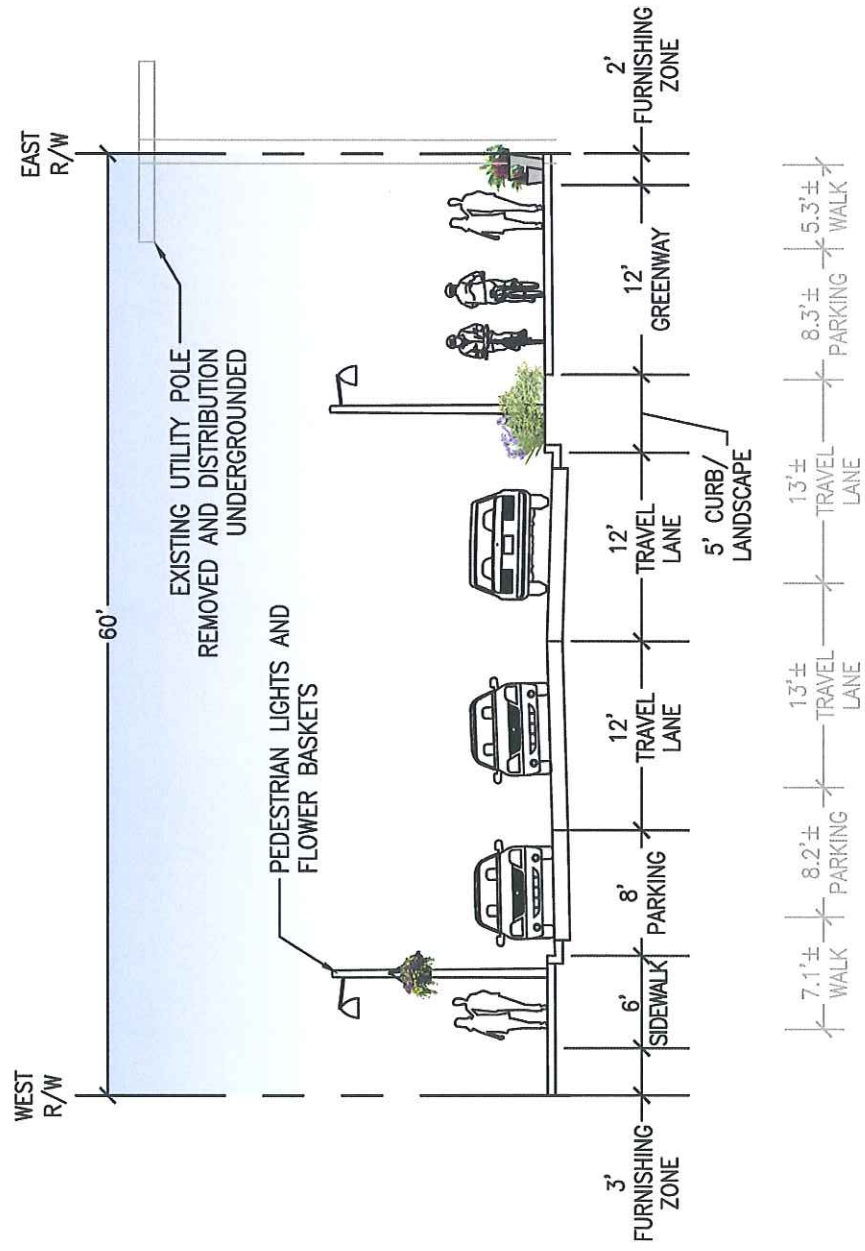
# Central Business District Plan (1 of 2)





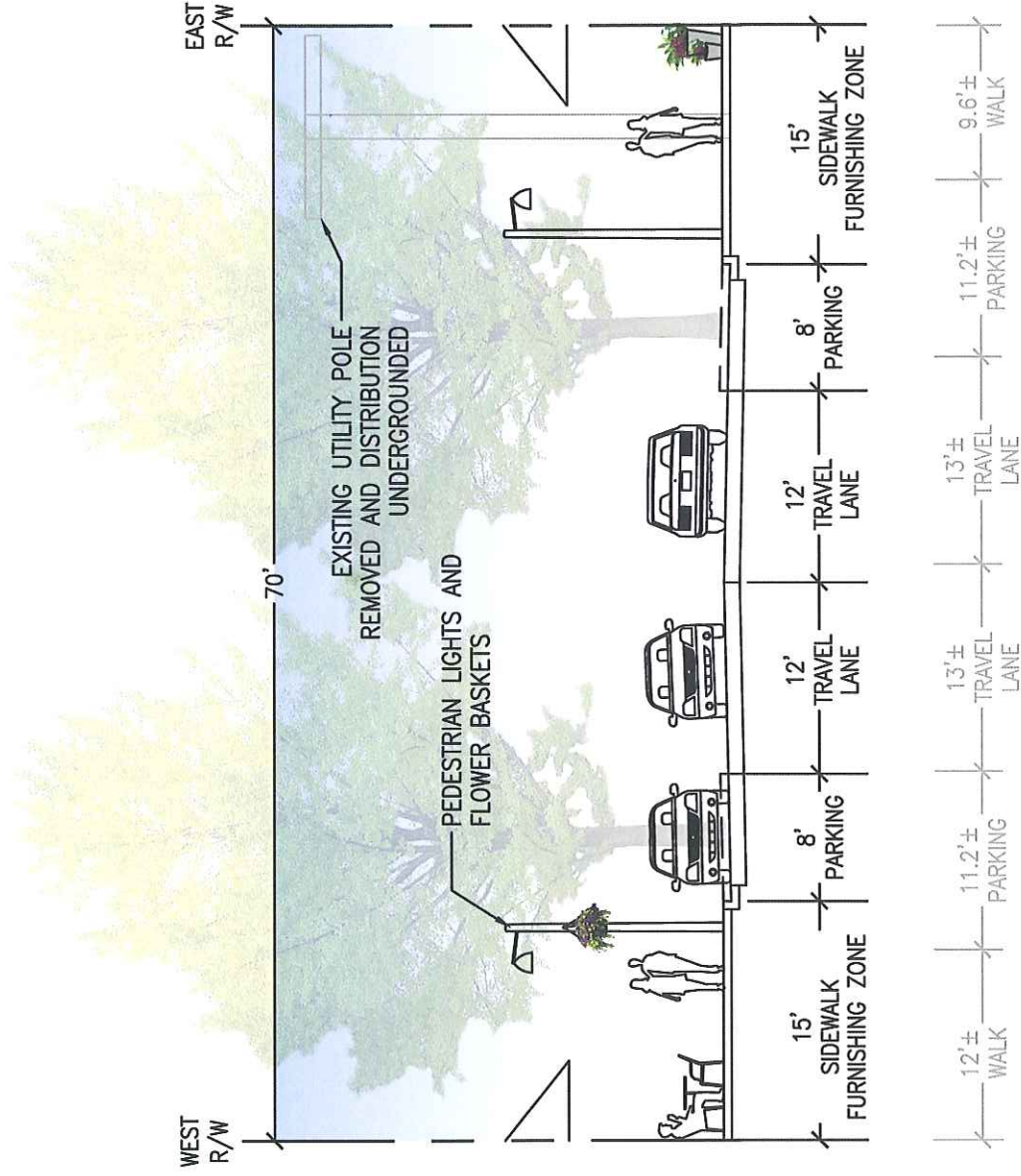
# Central Business District Section (1 of 3)

Tolt Avenue Section 7 – E Eugene Street to Entwistle Street



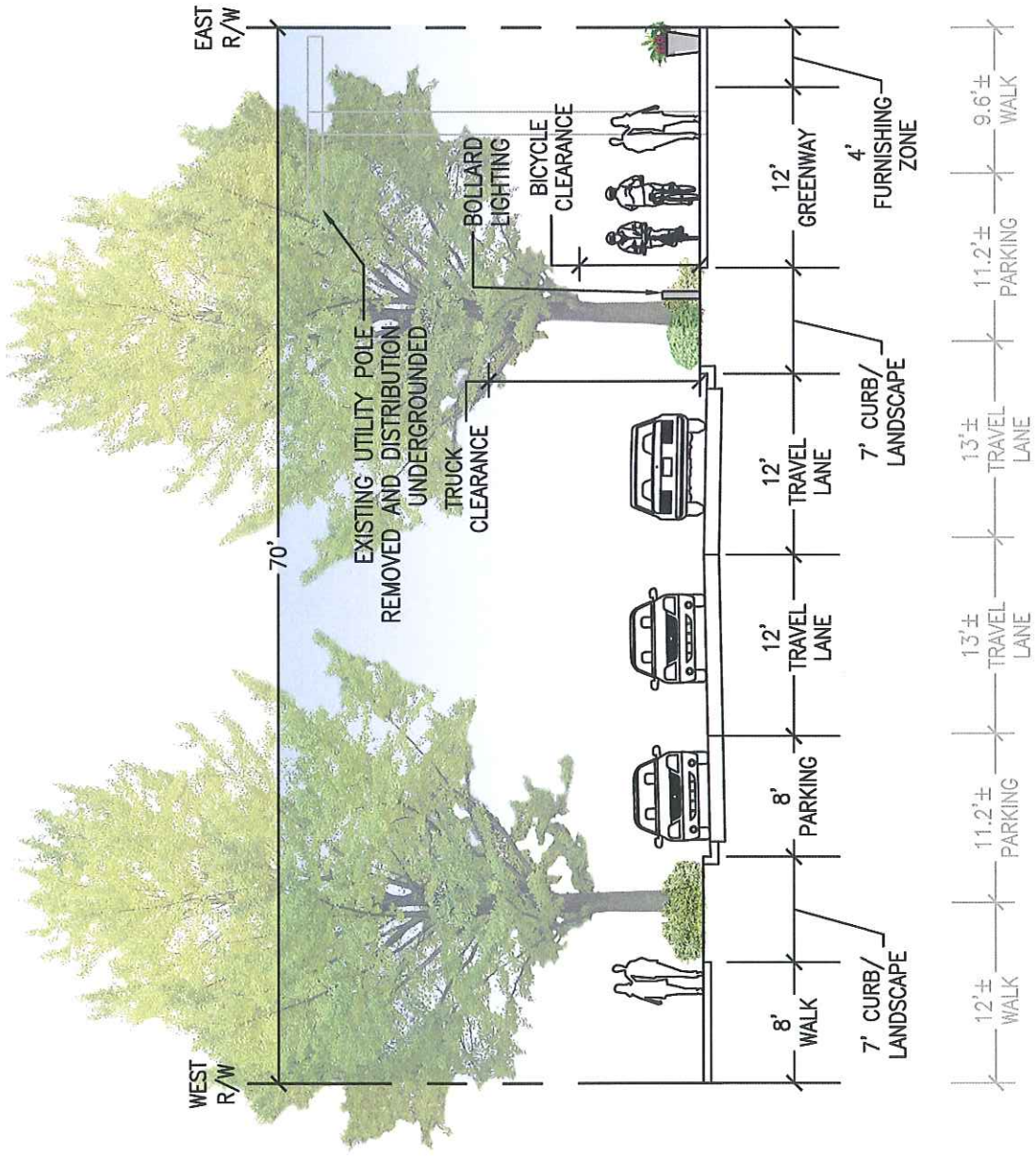
# Central Business District Section (2 of 3)

Tolt Avenue Section 8 – Entwistle Street to Commercial Street



# Central Business District Section (3 of 3)

Tolt Avenue Section 9 – Commercial Street to Rutherford Street



## **Exhibit 8**

MLO  
04/11/12  
04/26/12

**CITY OF CARNATION**

**RESOLUTION NO. 374**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARNATION, KING COUNTY, WASHINGTON, ADOPTING A SIX YEAR TRANSPORTATION IMPROVEMENT PROGRAM (STIP) 2013 THROUGH 2018.**

**WHEREAS**, it is the responsibility of the Carnation City Council to provide suitable and adequate street improvements and maintenance on dedicated streets within the city limits to the extent possible with available funds; and

**WHEREAS**, the City Council of the City of Carnation wishes to do its utmost to construct and maintain first class street improvements within the City; and

**WHEREAS**, the City receives gas tax and arterial street funds for the purpose of improving and maintaining city streets; and

**WHEREAS**, a SEPA Determination of Nonsignificance (DNS) for the Six Year Transportation Improvement Program 2013-2018 was issued on April 12, 2012; and

**WHEREAS**, a public hearing was held on May 1, 2012, for the purpose of receiving public input regarding the precise nature of street improvements and maintenance desired and to determine appropriate response thereto in conformance with directions set by the Legislature regulating the use of available funds;

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Carnation, King County, Washington, as follows:

1. The Six Year Transportation Program for street improvements, attached hereto as Exhibit A, and by this reference hereto incorporated herein as if fully set forth, fulfills the needs and wishes of the citizens of Carnation so far as funds are available to do so. Exhibit A identifies and sets forth the project location, type of improvement and the estimated cost thereof, of projects identified during the six year period 2013 through 2018.
2. Said program is in conformance with RCW 35.77.010 and RCW 36.81.121 requiring the City to update annually and file a copy of the adopted program with the Secretary of Transportation.

**ADOPTED** by the City Council of the City of Carnation, King County, Washington at its regular open public meeting held on this 5th day of June, 2012.

CITY OF CARNATION:

  
\_\_\_\_\_  
Mayor, Jim Berger

ATTEST:

  
\_\_\_\_\_  
City Clerk, Mary Otness

Agency: Carnation

Co. No.: 17Co. Name: King Co.

City No.: 0155MPO/RTPO: PSRC

Transportation Improvement Program - All Years All Phases

From 2013 to 2018

Hearing Date: 5/1/2012Adoption Date: 6/5/2012

Amend Date: Resolution No.: 374

Functional Class		Priority Number		Project Identification A. PIN/Federal Aid No.      B. Bridge No. C. Project Title D. Street/Road Name or Number E. Beginning MP or Road - Ending MP or Road F. Describe Work to be Done		Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars										Expenditure Schedule (Local Agency)				Federally Funded Projects Only	
										Fund Source Information															
										Project Phase	Phase Start (mm/dd/yyyy)	Federal Funding		State Fund Code	State Funds	Local Funds	Total Funds	1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W Required Date (MM/YY)		
												Federal Fund Code	Federal Cost by Phase												
1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21				
02	1	Tolt Avenue/SR203 Corridor Redevelopment Tolt Avenue (SR-203) from: NE 40th Street to: Bagwell Street Strengthen character of Tolt Avenue/SR 203 corridor as "main street" with traffic engineering, civil engineering, landscape architecture, signage, lighting, safe pedestrian access and multi-modal function improvements.		06	P	1.00	C G O P S T W	PE CN	1/1/2013 1/1/2015	SRTS SRTS	350 900	OTHER OTHER	235 890	60 65	645 1855					EA	No				
Totals										1,250		1125		125	2500										
08	2	Spilman Avenue Reconstruction Spilman Avenue from: Entwistle Street to: Morrison Street Reconstruct and widen pavement. Add walking path on one side of street. Improve storm drainage.		03 05 07 06 12	P	0.24	S W P C T G O	PE CN	1/1/2015 1/1/2016	STP(R)		SCP SCP	99 444	17 61	116 504					EA	No				
Totals												542		78	620										
06	3	Larson Avenue Connector Larson Avenue from: NE 40th Street to: Entwistle Street Construct a roadway to connect NE 40th Street to Entwistle Street, with storm drainage and sidewalk on one side.		01	P	0.17	C G O P S T W	PE RW CN	1/1/2014 1/1/2015 1/1/2016				203 180 1148	23 20 383	225 200 1530					EA	Yes				
Totals												1530		425	1955										
02	4	Local Street Improvements Citywide from: to: Preserve, repair, reconstruct, or resurface local streets.		07	P	3.00	C G O P S T W	PE CN	1/1/2013 6/1/2013				300 700	300 500	600 1200					CE	No				
Totals												1000		800	1800										

Functional Class	Priority Number	Project Identification		Improvement Type(s)	Status	Total Length	Utility Codes	Project Costs in Thousands of Dollars										Expenditure Schedule (Local Agency)				Federally Funded Projects Only		
		A. PIN/Federal Aid No.	B. Bridge No.					Fund Source Information						1st	2nd	3rd	4th Thru 6th	Envir. Type	R/W					
								C. Project Title	D. Street/Road Name or Number	E. Beginning MP or Road - Ending MP or Road	F. Describe Work to be Done	Phase Start (mm/dd/yyyy)	Federal Funding							State Fund Code	State Funds	Local Funds	Total Funds	
													Federal Fund Code											Federal Cost by Phase
1	2	3		4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21			
02	5	East Entwistle Street Pedestrian Improvements Entwistle Street from: 329th Ave NE to: 334th Ave NE Construct curb, gutter and sidewalk from 329th Avenue NE to 334th Avenue NE.		06 12 05	P	0.34	C G O P S T W	PE CN	1/1/2014 7/1/2014			SCP SCP	105 395	15 45	120 440					EA	No			
07	6	NE 40th Street Reconstruction NE 40th Street from: Tolt Avenue (SR-203) to: Tolt McDonald Park Reconstruct and widen pavement. Add sidewalk on one side of street. Improve storm drainage.		03 05 07	P	0.20	S W O P C T	PE CN	1/1/2015 1/1/2016	STP(R) STP(R)		SCP SCP	514 136	70 15	584 151					EA	No			
02	7	SR 203 & Blanche Street Intersection Signal Tolt Avenue (SR-203) from: Blanche Street to: Blanche Street Install traffic signal system and make necessary ADA improvements at intersection.		12	P	0.00	C P T G	PE CN	1/1/2017 7/1/2018				100 375	25 125	125 500					CE	No			
Totals								Totals								Totals								

Six Year Transportation Improvement Program

From 2013 to 2018

Agency: Carnation

County: King

MPO/RTPO: PSRC

Y Inside

N Outside

Functional Class	Priority Number	A. PIN/Project No. C. Project Title D. Road Name or Number E. Begin & End Termini F. Project Description	B. STIP ID  G. Structure ID	Hearing	Adopted	Amendment	Resolution No.	Improvement Type	Utility Codes	Total Length	Environmental Type	RW Required
02	1	Tolt Avenue/SR 203 Corridor Redevelopment Tolt Avenue (SR 203) NE 40th Street to Bagwell Street Strengthen character of Tolt Avenue/SR 203 corridor as "main street" with traffic engineering, civil engineering, landscape architecture, signage, lighting, safe pedestrian access and multi-modal function improvements.	WA-03830	05/01/12	06/05/12		374	31	C G O P S T W	1.000	EA	No

Funding									
Status	Phase	Phase Start Year (YYYY)	Federal Fund Code	Federal Funds	State Fund Code	State Funds	Local Funds	Total Funds	
P	PE	2013	SRTS	350,000	OTHER	235,000	60,000	645,000	
P	CN	2015	SRTS	900,000	OTHER	890,000	65,000	1,855,000	
Totals				1,250,000		1,125,000	125,000	2,500,000	

Expenditure Schedule						
Phase	1st	2nd	3rd	4th	5th & 6th	
PE	645,000	0	0	0	0	
CN	0	0	1,855,000	0	0	
Totals	645,000	0	1,855,000	0	0	

## **Exhibit 9**



March 28, 2013

Ken Carter, City Manager  
City of Carnation  
PO Box 1238  
Carnation, WA 98014

Dear Ken

RE: Letter of Support for the City of Carnation PSRC Rural Town Centers and Corridors grant application for Tolt Avenue (SR203) Central Business District improvements engineering design

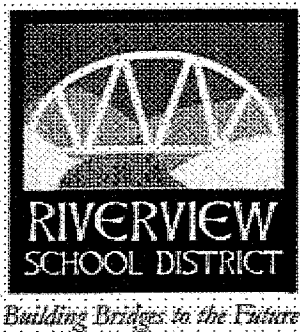
The City of Carnation recently completed the Tolt Action Plan, an innovative and exciting blueprint for the future of Tolt Avenue (SR203) in Carnation. The City is now applying for a PSRC Rural Town Centers and Corridors grant for engineering design of the Central Business District portion of the corridor improvements to Tolt Avenue called for in the Action Plan. This innovative project would greatly enhance traffic efficiency, safety for pedestrians and bicyclists, and both the appearance and function of Carnation's downtown. This project is also the first step in the city's economic development strategy for the continued viability of the community.

The Snoqualmie Tribe supports the city's application and urges the Puget Sound Regional Council to fund the City's grant application.

Sincerely,

A handwritten signature in black ink, appearing to read "Jake Repin".

Jake Repin, Tribal Operations Officer



15510 1<sup>st</sup> Ave NE • PO Box 519 • Duvall, WA 98019 • 425.844.4500 • Fax: 425.844.4502

[www.riverview.wednet.edu](http://www.riverview.wednet.edu)

March 27, 2013

Ken Carter, City Manager  
City of Carnation  
PO Box 1238  
Carnation, WA 98014

RE: Letter of Support for the City of Carnation PSRC Rural Town Centers and Corridors grant application for Tolt Avenue (SR203) Central Business District improvements engineering design

Dear Ken:

The City of Carnation recently completed the Tolt Action Plan, an innovative and exciting blueprint for the future of Tolt Avenue (SR203) in Carnation. The City is now applying for a PSRC Rural Town Centers and Corridors grant for engineering design of the Central Business District portion of the corridor improvements to Tolt Avenue called for in the Action Plan. This innovative project would greatly enhance traffic efficiency, safety for pedestrians and bicyclists, and both the appearance and function of Carnation's downtown. This project is also the first step in the city's economic development strategy for the continued viability of the community.

Having resided in the valley for the past twelve years and worked with the City of Carnation on a number of issues, I can honestly say that I am delighted with this application. On behalf of the Riverview School District, we support the City's application and urge the Puget Sound Regional Council to fund the City's grant application.

Sincerely,

Conrad Robertson  
Superintendent of Schools

Ken Carter, City Manager  
City of Carnation  
PO Box 1238  
Carnation, WA 98014

Dear Ken

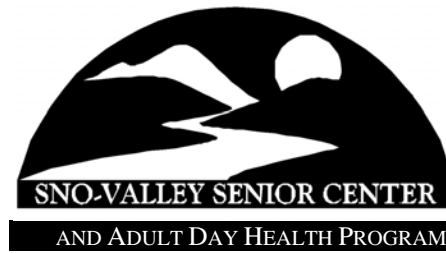
RE: Letter of Support for the City of Carnation PSRC Rural Town Centers and Corridors grant application for Tolt Avenue (SR203) Central Business District improvements engineering design

The City of Carnation recently completed the Tolt Action Plan, an innovative and exciting blueprint for the future of Tolt Avenue (SR203) in Carnation. The City is now applying for a PSRC Rural Town Centers and Corridors grant for engineering design of the Central Business District portion of the corridor improvements to Tolt Avenue called for in the Action Plan. This innovative project would greatly enhance traffic efficiency, safety for pedestrians and bicyclists, and both the appearance and function of Carnation's downtown. This project is also the first step in the city's economic development strategy for the continued viability of the community.

The Carnation Chamber of Commerce supports the city's application and urges the Puget Sound Regional Council to fund the City's grant application.

Sincerely,

Kim Lisk, President  
Carnation Chamber of Commerce



*Serving the Snoqualmie Valley Seniors and Their Families Since 1975*  
**4610 Stephens Ave-P.O. Box 96-Carnation, WA 98014-(425) 333-4152**

Ken Carter, City Manager  
City of Carnation  
PO Box 1238  
Carnation, WA 98014

Dear Ken

RE: Letter of Support for the City of Carnation PSRC Rural Town Centers and Corridors grant application for Tolt Avenue (SR203) Central Business District improvements engineering design

The City of Carnation recently completed the Tolt Action Plan, an innovative and exciting blueprint for the future of Tolt Avenue (SR203) in Carnation. The City is now applying for a PSRC Rural Town Centers and Corridors grant for engineering design of the Central Business District portion of the corridor improvements to Tolt Avenue called for in the Action Plan. This innovative project would greatly enhance traffic efficiency, safety for pedestrians and bicyclists, and both the appearance and function of Carnation's downtown. For the older members of our community, the changes made with this project would enhance walkability, a sense of safety, and greater participation in their community. This project is also the first step in the city's economic development strategy for the continued viability of the community.

The Sno Valley Senior Center supports the city's application and urges the Puget Sound Regional Council to fund the City's grant application.

Sincerely,

Amara Oden,  
Director  
Sno-Valley Senior Center