



city of
covington
growing toward greatness

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The City of Covington is a destination community where citizens, businesses and civic leaders collaborate to preserve and foster a strong sense of unity.

PLANNING COMMISSION AGENDA

November 20, 2014

6:30 PM

CALL TO ORDER

ROLL CALL

Chair Sean Smith, Vice Chair Paul Max, Jennifer Gilbert-Smith, Ed Holmes, Bill Judd, Alex White, & Jim Langehough.

PLEDGE OF ALLEGIANCE

APPROVAL OF CONSENT AGENDA

1. Planning Commission Minutes for September 18, 2014 (Attachment A)

CITIZEN COMMENTS - *Note: The Citizen Comment period is to provide the opportunity for members of the audience to address the Commission on items either not on the agenda or not listed as a Public Hearing. The Chair will open this portion of the meeting and ask for a show of hands of those persons wishing to address the Commission. When recognized, please approach the podium, give your name and city of residence, and state the matter of your interest. If your interest is an Agenda Item, the Chair may suggest that your comments wait until that time. Citizen comments will be limited to four minutes for Citizen Comments and four minutes for Unfinished Business. If you require more than the allotted time, your item will be placed on the next agenda. If you anticipate, in advance, your comments taking longer than the allotted time, you are encouraged to contact the Planning Department ten days in advance of the meeting so that your item may be placed on the next available agenda.*

UNFINISHED BUSINESS – No Action Required

2. Status Update on 2015 Comprehensive Plan Update- Review of Preliminary Draft (Attachment B: Staff Memo)

ATTENDANCE VOTE

PUBLIC COMMENT: (Same rules apply as stated in the 1st CITIZEN COMMENTS)

COMMENTS AND COMMUNICATIONS OF COMMISSIONERS AND STAFF

ADJOURN

*Any person requiring a disability accommodation should contact the City at least 24 hours in advance.
For TDD relay service please use the state's toll-free relay service (800) 833-6384 and ask the operator to dial (253) 480-2400*

Web Page: www.covingtonwa.gov

**CITY OF COVINGTON
Planning Commission Minutes**

September 18, 2014

City Hall Council Chambers

CALL TO ORDER

Chair Smith called the regular meeting of the Planning Commission to order at 6:35 p.m.

MEMBERS PRESENT

Jennifer Gilbert-Smith, Bill Judd, Jim Langehough, Paul Max, Sean Smith and Alex White

MEMBERS ABSENT

Ed Holmes

STAFF PRESENT

Richard Hart, Community Development Director
Salina Lyons, Principal Planner
Kelly Thompson, Planning Commission Secretary

APPROVAL OF CONSENT AGENDA

- Ø **1. Vice-Chair Max moved and Commissioner White seconded to approve the August 21, 2014 minutes and consent agenda. Motion carried 6-0.**

CITIZEN COMMENTS – None

PUBLIC HEARING - None

UNFINISHED BUSINESS

2. Staff Memo Status Update on 2015 Comprehensive Plan Update

Staff explained the notations made by the city's consultant on map attachments in the Planning Commission packet.

Chair Smith voiced concern regarding the lack of public input. Mr. Hart explained that staff spent considerable resources on outreach efforts. Staff will continue to reach out to the public and encourage public participation.

Staff anticipates that our consultant will provide a typical land use chapter with revised policies and implementation plan. The Planning Commission will have the opportunity to view and comment on the draft document in October or November.

NEW BUSINESS

3. Shoreline Master Program (SMP) information: handout, webpage and status of code updates

Principal Planner Salina Lyons explained that the intent of the Shoreline Master Program User Guide was to simplify the content and navigation of the program. The city's webpage now contains an overview of the program with links to key information. The application and checklist are also linked to the webpage that walk the applicant through the basic elements of the process.

ATTENDANCE VOTE

- Ø **Commissioner Gilbert-Smith moved and Vice Chair Max seconded to excuse the absence of Commissioner Holmes. Motion carried 6-0.**

PUBLIC COMMENT – None

COMMENTS AND COMMUNICATIONS FROM STAFF

The State of the City Address is next Thursday, September 25, 2014 and will be given by Mayor Harto and interim City Manager, Rob Hendrickson.

Soos Creek Water & Sewer District will be beginning installation of the trenchless portion of the new lift station project and staff anticipates there will be traffic disruptions.

ADJOURN

The September 18, 2014 Planning Commission Meeting adjourned at 7:05 p.m.

Respectfully submitted,

Kelly Thompson, Planning Commission Secretary



City of Covington
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Memo

To: Planning Commission Members

From: Richard Hart, Community Development Director
Ann Mueller, Senior Planner

CC: Salina Lyons, Principal Planner

Date: November 20, 2014

Re: Preliminary Rough Draft of 2015 Comprehensive Plan Update

Attachment 1 is a copy of a very rough preliminary draft we have received from our consultants for the 2015 Comprehensive Plan update for the Planning Commission's initial review and comment.

The Planning Commission should review these documents prior to our meeting on the 20th and be prepared to discuss concerns, obvious errors, gaps or additional areas that you think the consultants should be addressing as they move forward with preparing the first complete draft of the comprehensive plan.

As you will note there are numerous gaps and incomplete chapters and appendixes that consultant is still working on to complete. Examples include the Existing Conditions Assessment, which is Appendix D, the Land Use Element, which is Chapter 2, and the Economic Development Element, which is Chapter 12. All three are obviously very rough and incomplete. Staff is currently reviewing this document and will provide comments and feedback to the consultant in the next two weeks. Staff expects there to be significant rewrites and updates to the data currently contained in the attached document.

There is no formal action that needs to be taken at tonight's meeting on this initial rough draft. Staff is sharing what we have received from the consultant thus far. We are open to any additional input and direction from the Planning Commission to both the staff and the consultant. We hope to have an improved draft for discussion by the Commission with a presentation by the consultant at your second meeting in December.



Staff Review Draft Comprehensive Plan
City of Covington



November 04, 2014



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1. Introduction

Comprehensive plans set the policy direction for a jurisdiction, establishing a long-range vision and detailing goals and policies to help the community reach it. Plans are required of almost every jurisdiction in Washington State, providing the basis upon which development regulations, capital investments, and strategic decisions are founded.

This plan updates Covington’s 2002 comprehensive plan, as amended, satisfying the Growth Management Act’s requirements for periodic updates of plans for those cities planning under the Act. The plan presents eight separate but interrelated topic elements, as well as a series of appendices that provide additional detail about Covington, summarize this process, and fulfill other planning requirements.

Vision

Covington’s City Council reviews and fine-tunes Covington’s vision every year. The vision underpins this plan update, setting the foundation for every goal, policy, and implementation action included in this plan. The City Council will likely continue these annual vision adjustments to ensure their decision-making continues to respect a long-range perspective. Staff will continue to review these vision updates within this plan’s policy context, proposing updates to the plan’s policies as appropriate.

Vision:

Covington: Unmatched quality of life

Mission:

Covington is a destination community where citizens, businesses and civic leaders collaborate to preserve and foster a strong sense of unity.

Goals:

Economic Development: Encourage and support a business community that is committed to Covington for the long-term and offers diverse products and services, family wage jobs, and a healthy tax base to support public services.

Town Center: Establish Covington Town Center as a vibrant residential, commercial, educational, social, and cultural gathering place that is safe, pedestrian-friendly, well-designed and well-maintained.

Youth and Families: Provide city services, programs and facilities such as parks and recreation and human services that emphasize and meet the needs of Covington’s youth and families.

Neighborhoods: Foster community cohesiveness, communications and cooperation and maintain neighborhoods that offer a variety of housing options that are diverse, safe, accessible, and well-designed.

Municipal Services: Plan, develop, implement, and maintain high quality capital infrastructure and services that reflect the needs of a growing community.

Customer Service: Recruit, support, and retain a professional team of employees, volunteers, and stakeholders who offer outstanding customer service, ensure stewardship of the public’s money, and promote the City.

Figure 1.01 – Current vision poster

Covington’s Setting

Located in southeastern King County, Covington is a growing city of almost 18,500. It lies just east of Kent, straddling State Route 18, approximately 25 miles southeast of downtown Seattle. Covington incorporated as a city in 1997, breaking from King County in an attempt to exert more effective, localized control over the character of the community as it developed. Like many communities in similar situations,

Covington worked quickly to establish its local government, adopt new zoning and define a unique identity.

Figure 1.02 – Regional location map.

Covington’s residents appreciate the community’s proximity to metropolitan Seattle and its setting in a mostly rural atmosphere. The nearby cities of Kent, Maple Valley and Black Diamond also appreciate the rural edge, and the four municipalities and King County collectively work to maintain the “country setting” that encircles the community’s urban development pattern.

Existing Conditions

An appendix to this plan provides detail on Covington’s existing conditions, describing the land use, social, transportation, capital facilities, utilities, and economic context at the time of this plan’s preparation. Another appendix also describes the policy context expressed in the 2002 comprehensive plan, as amended, providing initial direction on how this update may need to respond. Information drawn from the existing conditions appendix informs and illustrates the discussions of the various issues in the plan elements.

Why Plan?

There are several important reasons for local agencies to prepare comprehensive plans. In short, planning allows communities to allocate resources to ensure they can maintain or improve local quality of life, stimulate economic development, and provide for continued public health, safety and general welfare.

Coordinate and prioritize investment

This comprehensive plan provides policy guidance designed to help Covington achieve its vision. The plan’s various elements interweave to touch on virtually every aspect of City business, helping the City identify where and how it should spend its money, direct staff resources and prioritize a wide variety of demands. Some of the plan’s policies and implementation actions will shape regulations, like zoning or subdivision laws. Others will influence how the City designs, builds and manages its streets and storm water facilities. And others will dictate how the City answers the community’s call for parks and recreation services or the preservation and enhancement of the natural systems the surround and traverse the community.

It is the long-range view incorporated in this plan that helps the City decide how and where to invest, ensuring that the public’s interest is served consistently and in a fiscally responsible manner.

Allow Coordination with Adjoining Jurisdictions

Covington is one city within a larger metropolitan area, and all of its utility services are provided by others. Southeastern King County is comprised of several cities, and Covington’s comprehensive plan ensures that the policies adopted by the City are generally compatible with those of surrounding communities and in conformance with King County’s overriding Countywide Planning Policies. While cities adopt plans that are unique to their own situations, it is important that policies that impact public safety, regional commerce, essential public facilities, storm water management and other topics of regional concern are coordinated among the various agencies and special districts that share interest in them.

Satisfy Legal Planning Requirements

Washington State’s Growth Management Act (GMA) mandates that most Washington towns, cities and counties prepare comprehensive plans in compliance with the Act. Covington prepared a GMA-compliant plan in 2002 and has been making annual updates to it since. The City must undergo a comprehensive periodic review of its plan by June 2015, consolidating the various annual amendments and policy adjustments into a new, internally consistent package.

In addition to the GMA requirement, the Puget Sound Regional Council also requires jurisdictions within its boundaries to produce comprehensive plans that demonstrate compliance with regional growth targets and the overall regional vision described in Vision 2040. Compliance with PSRC’s vision and policy

guidance allows jurisdictions to compete for transportation funding, an important consideration given the region's dependence on an effective, safe and interconnected transportation system.

Using This Plan

This comprehensive plan is designed to be accessible and intuitive. Even so, its complexity and breadth warrants some introduction, particularly in how its goals, policies and implementation actions should be understood and applied.

Plan Elements

This plan includes eight individual elements, addressing important comprehensive planning topics. Five of these elements are required to be included by GMA, and the other three are optional. These eight elements replace the 12 elements included in the 2002 comprehensive plan, as amended, consolidating those additional elements into others as appropriate.

Table 1.01 lists elements as they appeared in the 2002 plan, as amended, and how they appear in this one. The table also includes adding detail on why and how the element listings differ from one plan edition to the next.

Table 1.01 – Comparison of 2002 and 2015 Plan Elements

2002 Plan Elements	2015 Plan Elements	Notes
Land Use	Land Use	The Land Use element incorporates most of the earlier Downtown element and pieces of the Natural Hazard Mitigation element.
Housing	Housing	The scope of the housing element is unchanged, but the policy context is modified to address contemporary issues.
Downtown*		Most of the Downtown element’s policy has migrated into the Land Use element, but other components inform the Housing, Transportation, Parks, and Economic Development elements.
Transportation	Transportation	The Transportation element is modified to reflect policy changes since the 2002 plan’s adoption and to be consistent with the Capital Facilities & Utilities element.
Parks, Recreation & Open Space*	Parks, Recreation & Open Space*	Most of the policy in this element is unchanged, providing a solid link to the City’s separate Parks, Recreation and Open Space Plan.
Natural Environment*	Natural Environment*	Policies in this element underpin the City’s critical areas regulations and have been augmented by the inclusion of policy from the Storm Water and Natural Hazard Mitigation elements.
Capital Facilities	Capital Facilities & Utilities	This element now combines capital facilities with utilities, ensuring heightened coordination between private utility providers and City counterparts.
Stormwater*		This element is absorbed into the Natural Environment and Capital Facilities & Utilities elements.
Utilities		This element is included in the Capital Facilities & Utilities element.
Natural Hazard Mitigation*		This element is incorporated into the Land Use and Natural Environment elements.
Economic Development*	Economic Development*	This element is significantly restructured to emphasize strategic direction in local economic development and community resiliency.
Shorelines*	Shorelines*	This element is essentially unchanged, providing a policy linkage to the City’s Shoreline Master Program.

* - Denotes optional element

The elements are presented to provide policy guidance, identifying the issues that shape the policy response and listing the goals and policies relevant to that particular topic.

Goals and Policies

Each element contains several goals that are directly linked to the issues this plan must address as the community works to achieve its vision. Goals are statements of a desired outcome; where Covington will be in 2035. They’re aspirational, derived directly from the community’s vision and targeted to address

issues relevant to each element. Goals are concerned with the long term and often describe ideal situations what may result if all plan purposes were fully realized. Goals tend to be value-based, so their attainment is difficult to measure, but they're also specific enough to convey a sense of direction and priority.

Each element also includes several policies that are intended to help attain the element's goals. Policies provide guidance to city staff and decision-makers on how to achieve the goals. Policy direction in the plan should be sufficiently clear so that decision-makers and city staff will interpret and apply the plan consistently over time. Policies should be flexible to account for changing circumstances but directive enough to give preferences and guide decision-making. Policies help the city determine whether a proposed activity, proposal, project, program or action would advance the city's values as expressed in the overarching goals.

Policies in this plan are grouped by subtopic in each element, allowing plan users to focus more quickly on the ones that are most relevant to their situations. For example, the Capital Facilities and Utilities element has more than 35 policies, but only some of those may be relevant for someone looking for direction on water service or regional coordination. Plan users looking for policy guidance in any of the subtopics can find appropriate policies quickly and easily.

Since the plan is comprehensive, however, goals and policies contained in one element will almost certainly have implications on other, related elements. While particular interest in an individual topic may draw plan users to one element or another, the network of goals and policies must be considered as a single unit. This plan includes a complete listing of all goals and policies in the appendix, indicating how individual goals and policies relate to the eight plan elements. For instance, a land use policy related to the shape and intensity of development in the Town Center area is also relevant in terms of housing, transportation, parks, and economic development.

Implementation Actions

A real value in a comprehensive plan is its translation to action. For this reason, this plan includes a table of implementation actions prioritized in order of importance, identifying responsible City departments and expected timing. Each action also has a policy reference, allowing plan users to trace the implementation action's origins and to consider how individual actions relate to the plan's quest to achieve Covington's vision.

Implementation actions are specific actions or work items. They are task oriented and budgetable, either in terms of staff time or public investment. Implementation actions can be capital projects, programs, revisions to development regulations, calls to dedicate time to nurturing agency partnerships, or the preparation of a functional planning document. An implementation action can be given a time frame (e.g. on-going, short term, long term), and prioritized to measure progress.

Community Engagement

Comprehensive plans are supposed to reflect community aspirations and concerns, setting a vision that matches the community's overall desires and fits within the bounds of economic possibility. This plan update sought out the community's voice, consistent with the GMA's requirement for "early and continuous" participation and with the City Council's direction to consider what the community suggests.

Figure 1.03 – Insert picture of workshop participants.

This process included a set of stakeholder interviews, several public workshops hosted by the Planning Commission, and a four-day-long Storefront Studio with two scheduled evening workshops. Though the City advertised them widely and across multiple media, attendance at the public events was light, demonstrating the community's overall satisfaction with the way the City is run. It also affirms that the plan's underpinning vision and policy direction are essentially on target. Those who participated in the interviews and the public events generally agreed. Issues that drew particular attention were:

Town Center – The community is excited about what the Town Center promises, and it supports the City's efforts to secure development proposals through developer agreements, zoning incentives and other strategies suggested in comprehensive plan policy. Some believe the Town

Center's development will start rolling soon under its own power, allowing the City to gradually shift focus to other areas.

Regional traffic – Kent-Kangley Road – also known as SR 516 – is a regional arterial, connecting Covington to SR 18, Kent, SR 167 and, indirectly, I-5. It is congested during weekday peak hours and on weekends, drawing comments from community participants seeking ways to make travel easier. Participants support the City's efforts to widen the roadway near Jenkins Creek and beyond. They also want the roadway to be more accommodating to pedestrians and to fit within the context of the Town Center.

Local employment – Almost all of Covington's working population is employed out of town. Only a handful of Covington residents actually work in Covington, with the others driving an average one-way commute of nearly 30 minutes. Even so, the call for increased local employment was tepid, reflecting the community's appreciation for Covington's relatively convenient location to access multiple potential employment opportunities throughout the central Puget Sound region. While planning policy supports creation of more, higher-paying jobs, the local population is generally satisfied with commuting a half-hour to work each way.

Small-town feel – Covington residents like their town's size and the way that translates to neighborhood scale, the retail shopping experience, public safety, family connection to the school system, and the social environment that Covington offers. Many believe the Town Center's development will actually enhance the community's small-town feel, providing a sense of identity and an active community space that will draw Covington's residents together.

Local mobility – People would like to be able to drive less to satisfy their daily needs. Participants noted that it is difficult to ride a bike and walk from one place to another in town and that they are concerned about their children's safety if they need to walk or ride a bike to school. The street system prioritizes cars, and the trails system is not yet robust enough to offer a reasonable non-motorized alternative. Some are concerned about "cut-through" traffic, with cars taking advantage of neighborhood streets to avoid congestion on the busy arterials. This issue will require direct policy attention to ensure that mobility is enhanced while also protecting the character of neighborhoods the community desires.

Parks and recreation – Covington residents like the community's trails and open spaces, though they understand – based on virtually any standard – they are underserved. They want more, but they appreciate the City's parks, the County's Soos Creek Trail system, and the open spaces surrounding Covington. There is popular support for the continued development and expansion of Covington Community Park, though many wish there were a similar alternative closer to the center of town.

Housing types – Covington is largely comprised of single-family homes, but participants in this process believe that the community's housing stock will become more diverse in the years ahead. The City's plans call for it, too, with apartments, condominiums, townhouses, cottage housing and small-lot single-family housing types included in the Town Center and Hawk Property Subarea plans. The community will welcome the variety, understanding that those who own single-family homes now may look to downsize in the future as their housing needs change. The diversity will give them choice while still allowing them to remain Covington residents.

State Environmental Policy Act (SEPA)

SEPA requires environmental review of a variety of projects and "non-projects" that may induce environmental impact. Covington prepared a "non-project" environmental impact statement (EIS) as part of its 2002 comprehensive plan and as part of its subsequent Town Center and Hawk Property Subarea plans. This plan update essentially continues the policy initiatives set in motion with those planning efforts and includes an addendum to the previously-prepared environmental documents. That addendum is included in the appendix to this plan.

2. Land Use

What you will find in this chapter

This Land Use element provides a foundation and guide for the community's development within the City's boundaries and urban growth area. This chapter includes:

- The description, introduction and presentation of many issues, goals, and policies related to land use. However, the entirety of Covington's goal and policy framework, presented in Appendix A, is relevant to Covington's land use context and should be considered as part of any land use discussion.
- A discussion of the goals, policies, and implementation actions that reflect the plan's vision, building on a variety of statewide, regional and local planning documents and processes.

Purpose

This land use element, together with other relevant policies contained in this plan, provides a "road map" for the City in realizing its long-range vision, describing development patterns and identifying specific actions the community can take to address land use issues and take advantage of land use opportunities.

Issues

Covington's existing land uses, particularly in the Town Center and Hawk Property Subarea are expected to evolve over the next 20 years.

Table 2.01 shows the acreage and distribution of each of the existing land-use categories, including potential annexation areas.

Table 2.01 - Existing Land Use

Existing Land-Use Category	Acres	% of Total
Single Family	1,732	53.33%
Multi-Family	12	0.38%
Mobile Home	79	2.44%
Commercial	152	4.69%
Office	52	1.61%
Industrial	15	0.46%
Public Utility	77	2.36%
Reclaimed Mining	139	4.28%
Schools/Library	147	4.53%
Churches	74	2.28%
Open Space	4	0.14%
Vacant Lands	557	17.15%
Undetermined use	206	6.34%
Lakes, Roads, Streams	93	2.87%
Total (Excluding lakes, roads, and streams)	3,247	100.00%

Source: King County GIS, Property Thematic Shapefile, downloaded 10/21/14

These land uses are not entirely consistent with the future land use map's proposed land use designations. While much of Covington's land area will not see transformation, there are areas – like at Town Center and in the Hawk Property Subarea – where the transformation will be deliberate and significant. The Town Center district will evolve from a lower-density, auto-oriented development pattern into a new, lively, mixed-use downtown. The Hawk Property Subarea will transition from being a quarry to a new urban center, with retail, professional offices and residential development. The plan's land use evolution focuses much of its energy on these two districts, with much of the rest of Covington retaining its current development pattern.

Not all of Covington’s land is equally suited to development. “Potentially constrained lands,” typically include areas constrained by floodplains, wetlands, streams and associated buffers, as well as landslide hazard areas, seismic hazard areas, erosion hazard areas, power line easements, and gas line easements. Approximately 766 acres of Covington’s total land area is potentially constrained. Some of that area is located within Town Center and the Hawk Property Subarea, forming the basis for open spaces and recreation within those areas.

The Urban Growth Area, Potential Annexation Areas, and Adjacent Areas of Concern directly influence Covington’s development.

King County establishes the UGA boundary and open space corridors in consultation with the cities. These growth boundaries define the limit within which the full range of urban services will be provided, with full services not typically offered in the rural lands outside the UGA. They establish the maximum limit of urban development, some of which will eventually annex into incorporated municipalities and some of which will likely remain in unincorporated King County.

As part of the development of the Countywide Planning Policies, cities throughout King County collaborated in determining each jurisdiction’s most logical boundaries for long-term delivery of urban governmental services. These areas within unincorporated UGA boundaries are termed Potential Annexation Areas, or PAAs. They identify land that is most suitable for annexation, identifying the jurisdiction that is likely to annex them.

Figure 2.01 – UGA, PAAs & AAC

Covington’s UGA contains 3,558.5 acres of incorporated lands and 275.5 acres of unincorporated lands. Of this latter category, nearly 168 acres are included within Covington’s PAA and will likely be annexed in the near future. Though not now included in its PAA allocation, Covington’s UGA includes 81 acres of land adjacent to City limits that have also been identified as appropriate for future annexation.

Covington’s UGA is specific to the City and does not overlap with annexation areas of adjacent cities.

Additional lands that are adjacent to City Limits but outside Covington’s UGA comprise four unincorporated “Adjacent Areas of Concern” (AAC). As shown in Figure 2.0X, these are identified as the Northwest (NW), Northeast (NE), Southwest (SW) and Southeast (SE) AAC, and are currently under consideration for future annexation by the City as required to meet Covington’s long-term growth needs. Future annexation of the AACs will require adjustment of the UGA boundary in coordination with King County, not something that is likely to occur any time soon.

Some areas beyond the limits of the UGA influence the character, scale and marketability of land within it. This underscores the need to plan within the larger context and to recognize the value of coordinating with King County, adjacent cities and public service providers to ensure appropriate and compatible development.

Covington’s 20-year population growth may not completely fill its development capacity.

Covington will expect a population increase of approximately 1,861 persons over the next 20 years (Table 2.02). That represents a growth rate that is dramatically slowed from what Covington experienced over the most recent decade, reflecting the diminishing availability of affordable land within the UGA and anticipating an overall intensification of development within Covington.

King County allocates population and employment growth among its various incorporated jurisdictions and unincorporated areas through its Countywide Planning Policies, assigning housing and employment targets. The CPPs obligate jurisdictions to plan for the targets, even though they may not actually be reached by the end of the planning period. The most recent targets provided by King County – for the planning period of 2006 – 2031 – constitute one part of Covington’s housing and employment forecast. But this forecast falls short of the required year 2035 planning horizon for this update.

According to PSRC, Covington can expect a 10% population growth between 2014 and 2035, slowing the community’s rate of growth from the previous decade. This forecast indicates that Covington’s population will increase by 1,861, resulting in a 2035 population of 20,341 residents. This is the population forecast used for this plan (Table 2.02).

Table 2.02 – Covington Population 2000 - 2035

	2000 Population Census	2003 Population Estimate	2010 Population Census	2014 Population Estimate	2025 Population Forecast	2031 Population Forecast	2035 Population Forecast
Population	13,783	14,879	17,575	18,480	19,231	19,897	20,341
Difference		1,096	2,696	905	-	-	1,861
% Change		7.95	18.12	5.15	-	-	10.07

Source: Office of Financial Management; PSRC, Land Use Targets Maintenance Release 1 (forecast)

Table 2.03 translates this population forecast into a target for the new housing units needed to accommodate it. The end result is based on a combination of forecasts, including work performed by King County in its 2014 Buildable Lands Report (BLR), the City of Covington (2014 update to the 2014 BLR), and PSRC in its 2014 land use target forecast. Covington can expect to need another 1,149 housing units to meet its forecast population growth.

Table 2.03 – Covington Housing Growth Targets 2000 - 2035

2012 Units	2006-2031 CPP Targets	2012-2031 BLR Update Remaining Target	2035 forecast need*
6,164	1,470	1,096	1,149

Sources: King County Buildable Lands Report 2014; Table DP-1 of the 2012 Countywide Planning Policies, King County; Puget Sound Regional Council, Land Use Targets, 4-14-14

* The 2035 forecast need is based on the PSRC Land Use Target forecast dated 4-14-14 minus the 2012 existing units

Housing capacity, however, is a different issue, identifying how many units can be developed given the available land within Covington’s UGA. Development capacity assumes the full development and improvement of all buildable vacant land and all underutilized land according to future land use designations within the UGA. For the purpose of this analysis, underutilized land consists of land suitable for building at a higher use or density than its current use.

King County’s 2014 BLR, using data from 2012, asserted that Covington’s UGA can accommodate another 2,926 units. The City of Covington, after adopting its Hawk Property Subarea Plan, amended its available residential capacity in 2014, increasing it to accommodate another 4,672 units while also taking into account units that had been developed since 2012. This new capacity number is not reflected in the 2014 King County BLR report, but it does reflect a more accurate perspective on Covington’s available residential capacity. It is the number used in this plan.

Table 2.04 illustrates how this housing capacity is determined, comparing the City of Covington (2014 Corrected Land Capacity Results) to the forecast housing targets as claimed by King County (CPP, Table DP-1), and PSRC (2014 Land Use Target Forecast). It indicates a surplus of residential capacity of at least 3,200 residential units, confirming that adequate land is available to accommodate forecast residential development regardless of which target is applied.

Table 2.04 – Covington Housing Capacity v. Targets (in housing units)

	CPP King County (2031)	BLR City of Covington (2031)	PSRC (2035)
Capacity	4,672	4,672	4,672
Target	1,470	1,096	1,149
Surplus	3,202	3,576	3,523

Sources: King County Buildable Lands Report 2014; Corrected Land Capacity Results – City of Covington Memo 2014; Table DP-1 of the 2012 Countywide Planning Policies, King County; Puget Sound Regional Council, Land Use Targets, 4-14-14

Covington’s employment sector growth is difficult to predict, both in types of jobs it will provide and in the amount of land it will consume.

The King County Countywide Planning Policies indicate that Covington should plan for an additional 1,320 jobs between the years 2006 and 2031 for a total of 5,916 jobs. According to PSRC, Covington can expect an additional 1,538 jobs between 2012 and 2035, for a total of 6,135 jobs in 2035. This latter forecast is the one used for this plan. Table 2.05 compares the numbers.

Table 2.05 - 2031 Covington Employment Target

Existing employment (2012)	2006-2031 CPP Target	PSRC employment 2012-2035 *
4,596	1,320	1,538

Sources: King County Buildable Lands Report 2014; Table DP-1 of the 2012 Countywide Planning Policies, King County; Puget Sound Regional Council, Land Use Targets, 4-14-14

* The 2035 forecast need is based on the PSRC Land Use Target forecast dated 4-14-14 minus the 2012 existing units

The employment forecasts vary widely, but the City has a surplus of available land to accommodate them, whichever one actually emerges as closest to reality (Table 2.06). According to the City of Covington’s 2014 Corrected Land Capacity Results, Covington’s UGA has room to accommodate an additional 6,066 jobs. Much of this capacity is due to the adoption of the Hawk Property Subarea Plan and the Town Center plan’s concept of high-intensity mixed use. There is a surplus of capacity to accommodate at least 4,500 additional jobs in Covington’s UGA.

Table 2.06 – Covington Employment Capacity v. Targets (in number of jobs)

	King County CPP (2031)	PSRC (2035)
Capacity	6,066	6,066
Target	1,320	1,538
Surplus	4,746	4,528

Sources: King County Buildable Lands Report 2014; Corrected Land Capacity Results – City of Covington Memo 2014; Table DP-1 of the 2012 Countywide Planning Policies, King County; Puget Sound Regional Council, Land Use Targets, 4-14-14

What these jobs will look like is difficult to predict. The market will determine which employers will come to Covington and which sectors will grow or decline. There is information available, however, on the types of jobs now offered in Covington and on the types of jobs today’s Covington residents hold.

Covington’s resident employment profile favors manufacturing, retail and health care sectors, consistent with the community’s suburban location near the Central Puget Sound’s manufacturing and industrial areas. The vast majority of Covington’s workforce leaves Covington for their jobs, with only a small percentage of workers who both reside and work in Covington (see Table X.OX). Of the 3,385 jobs actually located in Covington – most of which are filled by non-Covington residents – the sector breakdown shows concentration in retail, health care, and accommodation/food services.

Table 2.07 indicates the relative importance of major employment sectors within the City of Covington based on the number of employees. The data suggest that retail and service jobs (including government and education) are predominant in Covington. In addition, the construction sector is relatively specialized in Covington in comparison to similar sectors in Washington State.

Table 2.07 – Jobs by NAICS Industry Sector

	Employees in City		Resident Employment	
	Count	Share	Count	Share
Agriculture, Forestry, Fishing and Hunting	3	0.1%	30	0.3%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	7	0.1%
Utilities	1	0.0%	47	0.5%
Construction	328	9.7%	521	5.9%
Manufacturing	6	0.2%	1,234	14.0%
Wholesale Trade	156	4.6%	584	6.6%
Retail Trade	1,170	34.6%	959	10.9%
Transportation and Warehousing	9	0.3%	460	5.2%
Information	41	1.2%	293	3.3%
Finance and Insurance	58	1.7%	246	2.8%
Real Estate and Rental and Leasing	8	0.2%	126	1.4%
Professional, Scientific, and Technical Services	102	3.0%	468	5.3%
Management of Companies and Enterprises	3	0.1%	159	1.8%
Administration & Support, Waste Management and Remediation	56	1.7%	392	4.4%
Educational Services	7	0.2%	769	8.7%
Health Care and Social Assistance	397	11.7%	951	10.8%
Arts, Entertainment, and Recreation	39	1.2%	187	2.1%
Accommodation and Food Services	595	17.6%	600	6.8%
Other Services (excluding Public Administration)	324	9.6%	465	5.3%
Public Administration	82	2.4%	328	3.7%
Total	3,385	100.0%	8,826	100.0%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2011).

Covington strives to have a healthy economic structure by providing for orderly and efficient economic development while at least maintaining - and potentially increasing - its jobs-per-household balance. The major component of future non-residential development includes diverse opportunities for commercial and office activities, with a significant portion of land appropriate for mixed-use buildings. Based on the community’s current demographic profile, it appears that many of those who will work these new jobs will come to Covington from someplace else.

Figure 2.02 – Town Center vision (rendering)

However, a zoning-based methodology may not account for employment occurring in other zones. For example, the single largest employer in Covington is government/education, with 906 jobs. That constitutes approximately 20 percent of Covington’s workforce. Almost all of these jobs are located in schools which are included in the Public Use zoning district. Likewise, the fast-growing home-based employment sector may also contribute to overall employment capacity, with jobs occurring in residential districts.

Covington’s future land use designations will remain unchanged.

The Future Land Use map in this update proposes no changes to land use designations. The City has kept its Future Land Use map current with annual comprehensive plan amendments, reflecting changes in land use policy and incorporating land use designations from the adopted Town Center and Hawk Property Subarea plans.

The Future Land Use map (Figure 2.0X) contains the location of several generalized land uses envisioned through the year 2035. Covington intends to achieve these future land uses through adoption and implementation of this comprehensive plan and supporting development regulations.

Figure 2.03 – Future Land Use map

Covington’s Future Land Use Map is based on the following considerations:

- This plan’s vision
- The GMA and King County CPPs
- Protection of critical areas, urban separators and natural resources consistent with salmonid protection and NMFS ESA Section 4(d) rules
- Theoretical land capacity analysis
- Ongoing community input, including Council and Commission actions

Per GMA requirements, minimum density standards for residential developments are specified to ensure that land is used efficiently and that low-density sprawling development does not occur. This plan also supports a variety of housing types to meet the community’s housing needs, including cottage housing in or near downtown.

Mixed Use development is an important part of the City’s overall land use strategy, and it may occur within the Neighborhood Commercial, Community Commercial, Downtown and Hawk Property categories. For this reason, it is not provided a special category or shown on the Future Land Use map.

Table 2.09 - Future Land Use

Future Land-Use Category	Acres	% of Total
Low Density Residential 4du/ac	545.19	16.65%
Medium Density Residential 6du/ac	819.67	25.03%
High Density Residential 8du/ac	414.52	12.66%
MultiFamily	21.18	0.65%
Downtown Commercial	483.92	14.78%
Neighborhood Commercial	5.85	0.18%
Community Commercial	4.38	0.13%
Regional Commercial	55.62	1.70%
Mineral	132.76	4.05%
Public Use	197.94	6.05%
Public Utility	106.59	3.26%
Open Space	145.23	4.44%
Roadway	6.99	0.21%
Urban Separator	334.28	10.21%
Total	3,274.11	100.00%

Source: King County GIS, Planning Thematic Shapefile, downloaded 10/21/14

The following lists the City of Covington’s Future Land Use categories, describing each in terms of intended use and overall character. They will work together to reach the residential and employment targets in a sustainable development pattern, maintaining Covington’s quality of life and creating new pockets of mixed-use development to enhance Covington’s identity.

Single-Family Residential (Low, Medium, High)

Covington’s existing neighborhoods are primarily characterized by single-family residential development, with existing subdivisions typically platted at four to eight units per acre. Accordingly, the Future Land Use map divides the Single Family Residential category into “Low” “Medium” and “High” sub-categories, assigning minimum densities at four, six and eight units per acre respectively. Undeveloped or

underdeveloped areas within this designation will grow at the densities associated with each category, maintaining compatibility with existing neighborhoods and open space corridors.

Multi-family

This category envisions development typified by structures designed to accommodate several unrelated households, including duplexes, apartments, townhomes, and condominiums.

This plan disperses multi-family development throughout the community, incorporating multi-family housing types within Mixed Use and high-density residential and downtown commercial designations. This will further the city's goals of developing sound neighborhoods and ensuring variety and affordability of housing types consistent with the population's needs.

Neighborhood Commercial

The Neighborhood Commercial category includes small-scale commercial uses that provide convenience goods and services to serve the everyday needs of the surrounding neighborhoods while protecting neighborhood character. Neighborhood Commercial development can help reduce automobile trip lengths and frequency by providing dispersed commercial uses closer to resident homes. Second-floor residential uses are encouraged in Neighborhood Commercial buildings, and it's critical that regulations ensure that the design and scale of Neighborhood Commercial development maintain compatibility with surrounding neighborhoods.

Community Commercial

The Community Commercial category is intended to provide for a broader range of commercial activities and services than those envisioned for Neighborhood Commercial areas. Community Commercial development should be designed and scaled to serve a range of day-to-day needs for residents of nearby neighborhoods, but not intentionally addressing needs of those living outside those areas. Uses should be sized and permitted accordingly to maintain compatibility with the surrounding residential neighborhoods and the design and scale of Community Commercial development should be compatible with surrounding neighborhoods.

Downtown

The Downtown category is intended to provide the majority of the retail commercial and office opportunities within the City, as well as various civic, social, residential, and recreational uses. The Downtown designation is intended to accommodate economic growth in a compact form with a mix of uses that lessens automobile trip lengths and promotes travel modes other than single-occupancy vehicles. Residential uses integrated with commercial uses in mixed-use buildings are encouraged.

The Downtown area is envisioned to grow as the "heart" of Covington, characterized by:

- Places for community events
- Vibrant, active streetscapes with sidewalk vendors and street trees
- Higher-intensity development (over time) with reuse of parking lots for new buildings
- High-quality development
- A scale and form that's walkable and comfortable for pedestrians
- Connections to nearby parks and natural spaces
- Distinctive landmarks to ensure people can easily find their way

The Downtown category includes four interrelated land use categories as follows:

- **Town Center:** This area is envisioned as the heart and core of downtown, characterized by an intensive mix of uses, a vibrant and active streetscape, the most pedestrian-scaled land use and circulation system downtown, and includes a significant public space.

- **Mixed Commercial:** These areas are envisioned as “gateways” to downtown Covington from Kent to the west and Maple Valley to the east. They accommodate a diverse mix of uses, emphasizing retail and employment, with increased walkability and access for all modes of travel. Large format retail, auto-oriented uses and public uses may be part of the mix, provided they’re compatible with the area’s pedestrian-oriented scale and character.
- **Mixed Housing & Office:** This category is envisioned to include infill housing and office development designed to be compatible with surrounding residential uses. Cottage housing types, or single-family detached housing may also be part of this category.
- **General Commercial:** This category is envisioned to include the broadest range of uses of any in the Downtown, including commercial, light manufacturing, office, transportation and utility uses, as well as residential uses buffered from more intensive uses to ensure compatibility.

Industrial

(Placeholder - FLU map, FLU table lists this category but shows none. Articulate use types, policy directives?)

Mineral

(Placeholder - LU text, FLU table lists this category but none is shown on the FLU map. Articulate use types, policy directives?)

Urban Reserve Overlay

(Placeholder - FLU table lists this category but none is shown on the FLU map and is not described in the current LU element. Add to map, articulate use types, policy directives?)

Hawk Property Subarea

This category is intended to provide commercial and residential opportunities in an “urban village” setting, with associated recreational and open space amenities. Per the Hawk Property Subarea Plan, this area should provide regional and local commercial opportunities, as well as housing options not widely available in Covington - including multifamily, townhome, and small-lot residential development.

Public Utility

This category is only placed on properties currently developed with a public utility use, such the Bonneville Power Administration Substation, large water tanks, and regional sewer pump stations. Future locations of Public Utility uses may occur throughout the city, consistent with comprehensive plan goals and policies as well as development regulation provisions - which reduce impacts on surrounding land uses. Although mapped as a specific land-use designation, lands with this designation may occur in any zone, as this land-use designation does not affect underlying zoning.

Urban Separator

This category exists to foster identifiable boundaries between Covington and adjacent cities, helping each develop as distinct communities with individual identities and a sense of place. Much of Covington’s Urban Separator includes Soos Creek Park along the western portion of the UGA. Low-density residential development of up to one dwelling unit per acre is also appropriate for Urban Separator lands.

Open Space

This category includes dedicated public and private open space, set aside to provide a range of community benefit, including aesthetic beauty, landmark features, rural character, wildlife habitat, critical area protection and passive recreation. Much of Covington’s Open Space lands are currently part of residential plats, dedicated tracts, or parcels located between plats that are undeveloped either because of environmental constraints, or in order to provide buffers between areas or promote passive recreation opportunities.

Public Use

This category applies to the library, parks and all government-owned property within the Covington UGA. Currently, this designation includes eight public schools, two private schools, and nine churches. Future Public Uses may occur throughout the city, consistent with comprehensive plan goals and policies as well as development regulation provisions - which reduce impacts on surrounding land uses.

Covington’s zoning districts must consistently implement the comprehensive plan’s land use designations.

The GMA requires that a Comprehensive Plan and its accompanying Development Regulations be consistent. Table 2.0X lists the Future Land Use Designations and the zoning districts that implement those designations.

Table 2.10 - Corresponding Land-Use Designations & Zoning Districts

SFL Single Family Residential	R-4 Residential 4 Units Per Acre
SFM Single Family Residential	R-6 Residential 6 Units Per Acre
SFH Single Family Residential	R-8 Residential 8 Units Per Acre
DN Downtown Commercial	DN Commercial, Downtown
NC Neighborhood Commercial	CN Commercial, Neighborhood
CC Community Commercial	CC Commercial, Community
HPS Hawk Property Subarea	<i>Pending a rezone consistent with Hawk Property Subarea Plan, the Mineral zone applies on an interim basis. Future zoning consistent with approved Hawk Property Subarea Plan Ord 1-14 includes the following: R-6 Residential 6 Units Per Acre R-12 Residential 12 units per acre MR Mixed Residential RCMU Regional Commercial Mixed Use</i>
I Industrial	I Industrial
M Mineral	M Mineral
EP Public Use	<i>All underlying zones</i>
EPU Public Utility	<i>All underlying zones</i>
US Urban Separator	US Urban Separator
OSPF Open Space/Public Facility	PF Public Facility
URO Urban Reserve Overlay	UR Urban Reserve

✓

Goals

Goal		Influencing decisions on:							
		Land use	Housing	Transportation	PROS	Natural environment	Capital facilities & utilities	Economic development	Shorelines
LU-A	Achieve a development pattern and land use designations consistent with the vision, minimizing sprawl, protecting critical areas, enhancing quality of life for all residents, minimizing exposure to natural hazards, providing services conveniently to neighborhoods, and supporting a healthy economy and job growth (LNG 1.0, LNG 11.0, NHG 1.0)	✓	✓	✓	✓	✓	✓	✓	✓
LU-B	Make a downtown that is a diverse and vibrant residential, commercial, civic, social and cultural gathering place and that is safe, pedestrian friendly, well designed and well maintained, encouraging residents to live, work, shop, gather for community events, walk and bicycle in the downtown, with the Town Center featuring a walkable, pedestrian-scale, mixed-use development pattern emphasizing the public realm at the heart of downtown ((DTG 1.0, LNG 10.0)	✓	✓	✓	✓		✓	✓	✓
LU-C	Create a new urban village in the Hawk Property Subarea that is safe, vibrant and well-planned commercial and residential center offering opportunities to live, shop, and recreate in proximity to regional commercial and park and green space facilities (LNG 19.0)	✓	✓	✓	✓		✓	✓	
LU-D	Provide opportunities for a variety of housing types, options, affordability levels, and densities (LNG 80, LNP 8.1, HGG 2.0)	✓	✓				✓	✓	
LU-E	Involve the community in all planning processes; respect property rights, and review permit applications fairly, openly and in accordance with public health, safety and general welfare (LNG 5.0, LNG 3.0, LNG 4.0, PRG 1.0)	✓		✓	✓		✓	✓	✓
LU-F	Preserve significant historic and archaeological resources for the enrichment of future generations (LNG 6.0)	✓		✓	✓		✓		
LU-G	Attain high-quality design for all public uses, commercial projects, multi-family residential housing, and mixed-use development (LNG 14.0)	✓	✓		✓		✓	✓	
LU-H	Access mineral resources and facilitate effective site reclamation and enhancement while maintaining environmental quality and minimizing impacts (LNG 15.0)	✓				✓		✓	
LU-I	Prioritize, coordinate, plan, expand and site essential public facilities through an interjurisdictional process to minimize negative impact on Covington and maximize economic benefit (LNG 17.0)	✓		✓			✓	✓	

Policies

Policy		Influencing decisions on:							
		Land use	Housing	Transportation	PROS	Natural environment	Capital facilities & utilities	Economic development	Shorelines
Growth Strategy									
LU-1	Accommodate 20-year target population growth by permitting urban development while limiting the conversion of undeveloped land into low-density subdivisions (LNP 1.1, LNP 2.2)	✓	✓	✓		✓	✓	✓	
LU-2	Direct growth as follows: <ul style="list-style-type: none"> • First, to areas with existing infrastructure capacity • Second, to areas where infrastructure improvements can be easily extended; and • Last, to areas requiring major infrastructure improvements (LNP 1.2) 	✓		✓			✓		
LU-3	Encourage maximum permitted intensity of development of urban land while protecting critical areas (LNP 1.3)	✓	✓	✓		✓		✓	
LU-4	Serve multiple purposes with project conditions of approval and environmental mitigation measures, such as drainage control, ground water recharge, stream protection, open space, cultural and historic resource protection and landscaping (LNP 1.4)	✓		✓	✓	✓	✓		✓
LU-5	Ensure all new development preserves community character and neighborhood quality (LNP 1.7)	✓	✓	✓					
LU-6	Continue to communicate with King County on the long-term future of the “notch,” even if it is not to be included within the City’s urban growth area (LNP 1.8)	✓		✓				✓	
LU-7	Include all unincorporated urban areas adjacent to Covington’s city limits within the Potential Annexation Area (LNG 2.0, LNP 2.4)	✓							
LU-8	Coordinate planning, interlocal agreements and potential annexations in conformance with annexation guidelines incorporated as an appendix to this comprehensive plan (LNP 2.5, LNP 2.6, LNP2.15, LNP 2.21)	✓		✓					
LU-9	Actively pursue extensions of the Urban Growth Boundary to include City-owned lands to establish some jurisdictional control (LNP 2.14)	✓			✓		✓		

LU-10	Establish shoreline Master Program environmental designations, including those for associated wetlands, during the annexation process (LNP 2.24)	✓			✓	✓			✓
LU-11	Confer with all public service providers to ensure services can support Covington's planned growth and shifts in demand while maintaining acceptable levels of service (LNP 2.7)	✓		✓	✓				✓
LU-12	Phase development according to the availability of adequate public services, providing urban level facilities and services concurrent with development (LNP 7.6)	✓		✓	✓				✓
LU-13	Seek to balance more evenly jobs and housing by providing increased employment opportunity in Covington (LNP 9.6)	✓							✓
LU-14	Establish sufficient land for commercial development to accommodate appropriate commercial, office and attached residential activities proximate to adequate transportation and utility infrastructure and at a pattern and scale suitable to their location and the population they will serve (LNP 18.1, EDP 5.5)	✓	✓	✓					✓
LU-15	Encourage the grouping of businesses and joint use of parking so that persons can make a single stop to use several businesses located at a central area (LNP 11.3)	✓		✓					✓
LU-16	Encourage residential and other forms of mixed-use development in commercial zones to reduce vehicular traffic, provide for shared parking and maintain development capacity for active ground level commercial use (EDP 5.6)	✓	✓	✓	✓				✓
LU-17	Support development of relatively high-density areas that will allow people to live, shop, and possibly work without being dependent on their automobiles (LNP 18.2)	✓	✓	✓	✓				✓
LU-18	Provide sufficient land for a variety of public and quasi-public uses serving the community including parks, schools, libraries, churches, community centers, fire and police stations, and other municipal facilities in a well-designed manner that is compatible with surrounding land uses. (LNG 13.0)	✓			✓	✓			✓
Downtown									
LU-19	Provide shopping and other services for residents of Covington and the surrounding area in the Downtown Commercial district, including a mix of uses such as public open space, pedestrian and public transit oriented development, and residential dwelling units with appropriate commercial/office uses (LNP 10.1)	✓	✓	✓	✓				✓
LU-20	Encourage a variety of development in the downtown area with an emphasis on multistory mixed-use, while allowing existing, major retail components to exist until market conditions support redevelopment; permitting limited, regulated and high quality designed large format retail; while minimizing impacts on adjacent residential neighborhoods (LNP 10.2, DTP 1.2)	✓							✓
LU-21	Encourage the integration of new office, service, health care, and residential uses into the downtown area to support high quality business/retail activities and to increase the vitality of the downtown (DTP 1.5)	✓	✓						✓

LU-22	Provide incentives for innovative, affordable housing development and encourage workforce housing targeted for workers expected to fill retail and service jobs within the downtown (DTP 2.6)	✓	✓					✓	
LU-23	Recognize Downtown as uniquely suited to supporting special-needs housing due to the convenience of nearby health services (DTP 2.7)	✓	✓						
LU-24	In the Mixed-Housing and Office designation, encourage flexibility for innovative housing types and foster demonstration projects for a mix and variety of housing types (DTP 5.6)	✓	✓						
LU-25	Encourage redevelopment and infill to take advantage of existing land resources, streets and utilities (DTP 7.4)	✓		✓				✓	
LU-26	Encourage a development pattern that places buildings near the street and makes surface parking a non-dominant use. (DTP 9.2)	✓		✓					
LU-27	Use vegetation that can thrive in urban settings, conserve water, retain desirable trees, and is comprised of native plant materials (DTP 9.2, reworded)	✓			✓	✓			✓
LU-28	Encourage the development and strategic placement of public art features within the downtown area (DTP 9.4)	✓			✓			✓	
LU-29	Provide for a sense of approach and entry to the downtown area through the development of key distinctive focal points, such as special architectural, water and/or landscaping features (DTP 9.6)	✓		✓	✓	✓		✓	
LU-30	Encourage interconnected walkway systems to accommodate areas for landscaping and wide sidewalks that provide the opportunity for appropriate outdoor commercial and civic activities, including seating for food and beverage establishments (DTP 9.8)	✓		✓	✓				
LU-31	Encourage public open spaces or community plazas, where appropriate, for the congregation of people (DTP 9.9)	✓			✓	✓		✓	✓
LU-32	Encourage the location of shared parking lots behind or between buildings with pedestrian connections to the main walkways (DTP 9.11)	✓		✓					

Hawk Property Subarea

LU-33	Encourage a variety of commercial, residential, and recreational development types on the Hawk Property (LNP 19.1)	✓	✓		✓			✓	
LU-34	Encourage a variety of housing types at various densities on the Hawk Property to provide housing choices not currently available in one location within Covington (LNP 19.2)	✓	✓						
LU-35	Ensure that the public realm in the Hawk Property provides places for a variety of ages, interests, and experiences and is easily accessible (LNP 19.4)	✓		✓	✓				
LU-36	Ensure that the pond on the Hawk Property serves as a major public amenity with extensive public access and a surrounding area with a mix of residential and commercial uses that offer a place for the community to gather, stroll,	✓			✓	✓			

	dine, shop, and live (LNP 19.5)								
LU-37	Encourage the preservation of a green space buffer, which may include public trails, along the southern border of the Hawk Property Subarea, adjacent to existing residential development (LNP 19.6)	✓			✓	✓			
LU-38	Encourage development of larger public park and greenspace amenities in the Hawk Property Subarea that are accessible to all residents and visitors, as opposed to small, fragmented, private park facilities (LNP 19.7)	✓			✓	✓			
Public Service and Responsiveness									
LU-39	Minimize impacts on private property rights, when feasible (LNP 3.1)	✓		✓				✓	
LU-40	Ensure timely, thorough, consistent, fair, and predictable project review by allocating adequate resources to the permit review process, minimizing review time (LNP 4.1)	✓						✓	
LU-41	Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts (LNP 5.1)	✓		✓	✓			✓	✓
LU-42	Establish and maintain positive and proactive inter-jurisdictional relationships with outside service providers, such as water, sewer, gas, electric, fire, phone and cable entities throughout the permitting process (EDP 1.5)	✓		✓				✓	
Historic Resources									
LU-43	Encourage efforts to rehabilitate sites and buildings with unique or significant historic characteristics (LNP 6.3)	✓			✓				
LU-44	Encourage the protection, preservation, recovery and rehabilitation of significant archaeological resources and historic sites (LNP 6.1)	✓		✓	✓				
Public Utility Installations									
LU-45	Public utility land uses and structures should be managed and designed in a manner that is compatible within nearby uses (LNG 12.0)	✓							
LU-46	Buffers and other techniques should be used to protect public utility uses and nearby uses from land-use conflicts (LNP 12.2)	✓							
Resource Lands									
LU-47	Encourage active mineral resource operations to conserve mineral resources, promote compatibility with nearby land uses, protect environmental quality, maintain and enhance mineral resource industries, and inform nearby property owners and residents of existing and prospective mineral resource activities (LNP 15.1)	✓						✓	

LU-48	Consider site-specific environmental study in the review of mineral extraction and processing proposals within the Mineral designation (LNP 15.3)	✓		✓					✓
LU-49	Work with the State Department of Natural Resources and landowners/operators to ensure that mineral extraction areas are reclaimed in a timely and appropriate manner (LNP 15.4)	✓							✓
LU-50	Prevent or minimize land-use conflicts between mining and processing operations and adjacent land uses by continuing to keep potential impacts of developments adjacent to the mine to a minimum (LNP15.5)	✓							✓
LU-51	Work with the mining operator and potential future owners to ensure that the site's plans are consistent with the City's long term planning goals (LNP 15.6)	✓							✓

Essential Public Facilities

LU-52	Locate proposed new or expansions to existing essential public facilities consistent with the King County Comprehensive Plan (LNP 17.1)	✓		✓					
LU-53	Share essential public facilities with King County, the City, and neighboring counties and cities, if advantageous to both to increase efficiency of operation (LNP 17.2)	✓		✓					
LU-54	Ensure environmental justice, with no racial, cultural or class group unduly impacted by essential public facility siting or expansion decisions (LNP 17.3)	✓		✓					
LU-55	Site essential public facilities in coordination with King County equitably countywide. No single community should absorb an undue share of the impacts of essential public facilities. Siting should consider environmental equity and environmental, technical and service area factors (LNP 17.4)	✓		✓					
LU-56	A facility may be determined to be an essential public facility if it has one or more of the following characteristics: <ul style="list-style-type: none"> • The facility meets the Growth Management Act definition of an essential public facility; • The facility is on a state, county or local community list of essential public facilities; • The facility serves a significant portion of the County or metropolitan region or is part of a Countywide service system; or • The facility is difficult to site or expand. (LNP 17.5) 	✓		✓					
LU-57	Site proposed new or expansions to existing essential public facilities based on the following: <ul style="list-style-type: none"> • An inventory of similar existing essential public facilities, including their locations and capacities; • A forecast of the future needs for the essential public facility; • An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; • An analysis of the proposal's consistency with policies County and City Policies; 	✓		✓					

	<ul style="list-style-type: none"> • An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; • An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; • An analysis of environmental impacts and mitigation; and • Extensive public involvement. (LNP 17.6) 								
LU-58	Actively regulate and monitor designated essential public facility operations to ensure that such facilities do not cause or create a public nuisance (LNP 17.7)	✓		✓					

Related Goals and Policies

Appendix A lists all plan goals and policies, identifying the interrelationships between them and all of the other plan elements. Goals and policies listed in this chapter may have implications on other planning topics. Likewise, goals and policies from other chapter may have implications on Covington’s housing policy. The complete listing will help ensure overall consistency between elements and aid staff, local officials and the larger community as they consult this plan for comprehensive policy guidance.

Implementation Actions

Improve basic criteria for the “over the counter” permit system and process

Periodically solicit community and stakeholder input on the development, permitting and licensing process and make relevant improvements based upon quality customer service goals

Create and implement opportunities to better communicate with constituents and stakeholders through all forms of the media and the Internet/web

Require wireless telecommunications facilities to be placed to minimize adverse impact on adjacent land uses, submitting an areawide plan demonstrating lowest impact consistent with customer needs (UTP 7.14, UTP 7.15)

Review periodically the Future Land-Use Map and consult with mine operators to remove those designated mineral resource sites that no longer can be used for mineral extraction (LNP 15.2)

3. Housing

What you will find in this chapter

This housing element provides policy guidance on how Covington residents can and should be housed within the UGA. This chapter includes:

- A description of Covington’s housing issues, detailing how certain conditions are relevant to providing housing to meet anticipated future housing demand.
- A discussion of the goals, policies, and implementation actions that reflect the plan’s vision, building on a variety of statewide, regional and local planning documents and processes.
- Goals, policies and implementation action items for the community’s decision-making and budgeting.

Purpose

The housing element includes policy direction to ensure that all segments of Covington’s residential population are housed safely and affordably, providing a wide range of housing options to meet the community’s needs.

Issues

Housing is forecast to evolve into a wider variety of types, with mixed uses included in the Town Center and a more compact residential style overall, consistent with Covington’s desires to be a healthy community. (HGG 1.0, HGG 2.0)

The introduction of apartments, townhomes and cottage housing may alter Covington’s housing landscape, with a mix of single-family neighborhoods and higher density housing nearby. The area’s economics and King County’s strict adherence to the UGA boundary may not fully support continued development of the single-family housing type. Population is growing, and the available supply of land is limited. Rising property values make single-family housing less affordable to a growing number of households. Higher-intensity housing will border busy streets, meld into mixed-use commercial districts and serve as a transition between non-residential development and adjoining single-family neighborhoods.

This plan encourages a wide variety of housing types to accommodate expected changes in housing demand. While Covington’s median household size is approximately 3.07, that number may decline as the community attracts younger professionals. Mixed-use housing, a lynchpin in Covington’s downtown vision, will likely be filled with these younger residents, as well as those older residents who “age out” of their larger homes but wish to remain in the community. Based on resident age profiles, both of these population groups will soon influence a housing market response.

Figure 3.01 – Population by Age Group

This plan update calls for locating housing nearer those non-residential land uses that serve it. Making bicycling and walking a more convenient transportation alternative is a fundamental component of creating a healthy community.

Aesthetics are important in Covington, and higher density housing must demonstrate excellence in design to be compatible with existing neighborhoods. (HGG 3.0)

The City adopted design standards for townhouses, condominiums and apartments, reflecting the community’s concern that higher intensity housing projects warrant closer design scrutiny. Covington’s households have invested time and money into their homes, and they want to see their property values maintained. While there is community support for housing all of the community’s economic segments, there is also community support for design controls to assure that new housing developed at higher densities does not detract from the value and neighborhood feel of the residential areas nearby.

Figure 3.02 – Multi-family (photo)

Housing in Covington is becoming increasingly difficult to afford, particularly for households with special needs. (HGG 5.0)

Covington’s median household value of \$295,000 is below King County’s average, and the community’s median household income of \$92,000 is quite a bit higher. This indicates that housing for the average household is generally affordable. However, those households with low or moderate incomes still have difficulty accessing housing in Covington. For lower-income seniors or others with special housing needs, the situation is particularly challenging. According to the 2008 – 2012 American Community Survey, almost than 93% of Covington’s housing units are single-family homes, and more than 28% of Covington’s households pay more than 35% of their income toward housing costs. Though average household incomes are high, housing is not necessarily universally affordable. And there are few units available to serve the needs of those who may be seeking something other than a single-family home.

Table 3.01 – Covington Housing Information

	Number	Percent
Households	5,715	-
Single-family units (detached & attached)	5,585	92.3%
Owner-occupied units	4,834	84.6%
Units more than 50 years old	1,382	23%
Households paying more than 35% income for housing per month	1,249	28%

Source: US Census, 2008-2012 American Community Survey, Selected Housing Characteristics, Form DP-04, accessed 11/2/14.

Recent City planning initiatives in the Town Center and Hawk Property Subarea plans actively introduce more varied housing types into Covington’s housing mix, intended specifically to address these issues. This plan update continues that policy direction, incorporating the land use and housing policies included in those two recent plans.

Provision of affordable, safe housing requires effective relationships with regional partners. (HGG 7.0, HGG 8.0)

There is little the City can do on its own to provide for more affordable housing beyond the adoption of inclusive zoning standards and encouraging the diversity and mixing of land uses. Covington has already done both of these, and this plan update continues in that direction. Effective partnerships with local and regional housing agencies and organizations can help build housing units to serve special needs populations, and the City maintains relationships to ensure that opportunities are identified and pursued. Continued effort is necessary to provide housing for all of the City’s economic segments, and this plan update underscores and supports the City’s work to build and maintain these effective housing partnerships.

Goals

Goal		Influencing decisions on:							
		Land use	Housing	Transportation	PROS	Natural environment	Capital facilities & utilities	Economic development	Shorelines
HO-A	Be a healthy community, with a wide range of housing options conveniently accessible by a variety of transportation modes to community and human services, shopping, education, and employment (HGG 1.0)	✓	✓	✓	✓		✓	✓	
HO-B	Provide opportunities for a variety of housing types, options, affordability levels, and densities (HGG 2.0, LNP 8.1)	✓	✓					✓	
HO-C	Preserve, maintain, and improve Covington's neighborhoods, valuing those existing housing units and neighborhoods that express Covington's character and identity while improving housing conditions throughout (HGG 3.0)	✓	✓		✓		✓	✓	
HO-D	Assure that the full range of incomes and special needs populations are provided with sufficient, appropriate, accessible and affordable housing and services (HGG 5.0)	✓	✓					✓	
HO-E	Achieve productive regional responses to affordable housing development, based on a foundation of local understanding of Covington's housing needs, issues and strategies (HGG 7.0, HGG 8.0)		✓						

Policies

Policy		Influencing decisions on:							
		Land use	Housing	Transportation	PROS	Natural environment	Capital facilities & utilities	Economic development	Shorelines
Healthy Community									
HO-1	Ensure that community and human services, including, but not limited to, fire, emergency medical services, police, library facilities, medical services, neighborhood shopping, child care, food banks, and recycling facilities, are easily accessible to Covington's residents (HGP 1.1)	✓	✓	✓	✓		✓	✓	
HO-2	Provide the opportunity for senior citizen housing and long-term care/assisted living facilities (HGP 1.5)	✓	✓					✓	
Affordable Housing Choice & Accessibility									
HO-3	Encourage the availability of affordable housing to all economic segments and special needs populations, such as senior citizens, the homeless, mentally and developmentally disabled, and low and moderate-income persons and families by: <ul style="list-style-type: none"> • Treating government-assisted housing and other low-income housing the same as housing of similar size and density • Allowing the integration of assisted housing within neighborhoods • Encouraging developers and owners of assisted housing units to undertake activities to establish and maintain positive relationships with neighbors 	✓	✓						
HO-4	Promote a sufficient amount of land for a variety of residential densities and housing types including, but not limited to, assisted housing, housing for low-income households, single-family housing, small lot sizes, townhouses, mixed-density areas, mixed-use developments, manufactured housing, manufactured home parks, group homes, and foster care facilities (HGP 2.2)	✓	✓	✓			✓	✓	
HO-5	Provide incentives and work in partnership with nonprofit and private developers to build affordable housing, to subsidize low-income housing, and to implement Covington's housing policies (HGP 5.2)	✓	✓						
HO-6	Coordinate with public and private lending institutions to find solutions that reduce housing financing costs for both builders and consumers. HGP 4.2)	✓	✓					✓	

HO-7	Encourage innovative development techniques for home ownership by supporting projects such as owner-built housing and residential communities that achieve lower prices through shared open spaces and community facilities (HGP 4.4)	✓	✓						
Housing and Neighborhood Preservation									
HO-8	Promote educational and outreach efforts regarding home maintenance and rehabilitation (HGP 3.2)	✓	✓						
HO-9	Support non-profit organizations involved in housing repair and rehabilitation (HGP 3.3)		✓						
HO-10	Maintain a strong code enforcement program (HGP 3.5)	✓	✓						
Regional Partnerships & Education									
HO-11	Promote education and guidance of low and moderate-income households on financing assistance, home purchasing techniques, and assistance in locating affordable rentals. (HGP 7.1)		✓					✓	
HO-12	Participate in local and regional resource, education, and lobbying programs regarding housing data, housing programs, design alternatives, and funding sources (HGP 7.2)	✓	✓						
HO-13	Promote educational campaigns on low-income and special needs housing in order to engender acceptance throughout the community (HGP 7.3)		✓						
HO-14	Actively participate in regional responses to affordable housing development needs and issues (HGG 8.0)	✓	✓					✓	
HO-15	Participate in the development of countywide resources, funding, and programs to assist low and moderate-income households in obtaining affordable and appropriate housing (HGP 8.2)		✓					✓	
HO-16	Work cooperatively with regional and federal programs and with private and not-for-profit developers and social and health service agencies to address local housing needs (HGP 8.4)		✓					✓	
HO-17	Use housing and community development block grant funds in order to provide housing opportunities for low and moderate-income households (HGP 8.5)	✓	✓					✓	

Related Goals and Policies

Appendix A lists all plan goals and policies, identifying the interrelationships between them and all of the other plan elements. Goals and policies listed in this chapter may have implications on other planning topics. Likewise, goals and policies from other chapter may have implications on Covington’s housing policy. The complete listing will help ensure overall consistency between elements and aid staff, local officials and the larger community as they consult this plan for comprehensive policy guidance.

Implementation Actions

Continue encouraging accessory housing units by allowing accessory units in single-family areas pursuant to standards, which address traffic generation, parking, noise, health and safety standards, and owner occupancy (HGP 2.4)

Provide density bonuses and other incentives for the development of rental and purchase housing affordable to low and moderate-income households. This housing can either be included in a market rate project or the entire development can be dedicated to low and/or moderate-income households. Include a longevity clause in the incentives (HGP 5.1)

Modify land-use regulations and permit processes to make project approval timelines, achievable densities, and mitigation costs more predictable (HGP 4.5)

Permit group living situations, including those where residents receive such supportive services as counseling, foster care or medical supervision, within a detached or attached housing unit (HGP 5.3)

4. Transportation

What you will find in this chapter

This transportation element provides policy guidance on the movement of people and goods within Covington's UGA. This chapter includes:

- A description of Covington's transportation issues, detailing certain conditions and why they are relevant to transportation policy.
- A discussion of the goals, policies, and implementation actions that reflect the plan's vision, building on a variety of statewide, regional and local planning documents and processes.
- Goals, policies and implementation action items for the community's decision-making and budgeting.

Purpose

The transportation element includes policy direction to guide local, regional and State action on design and investment in the transportation system for the safe, efficient, appropriate and sustainable movement of people and goods within and through Covington.

Issues

Covington's transportation network can benefit from increased connectivity to safely and efficiently serve all transportation system users. (TRG 1.0)

In recent years, the City has made substantial investments toward creating a transportation network that is welcoming and appealing to all modes. The construction of attractive roundabouts, tree-lined streets, and investments in the Town Center all work together to create a safer transportation system that provides for more pleasant walking and biking in Covington. However, this focus is relatively recent and substantial additional planning and resources will be required to address decades of planning primarily for automotive travel.

As described in Table 4.01 and shown in Figure 4.01, the City is served by a variety of street types, including highways (SR 18), principal arterials (Kent-Kangley Road), minor arterials (240th Street and Covington Way), and collectors (Wax Road), as well as local streets (the vast majority of street mileage in the City). While the City includes some off-street trails, the street network is the defining feature of Covington's transportation network.

Table 4.01– City of Covington Roadway Functional Classification

Classification	Primary Function
Principal Arterial	Provides for movement across and between large subareas of an urban region and serves predominantly “through traffic” with minimum direct service to abutting land uses. This category includes the freeways and major highways (SR 18 and SR 516) under the jurisdiction of the Washington State Department of Transportation (WSDOT).
Minor Arterial	Provides for movement within the larger subareas bound by principal arterials. A minor arterial may also serve “through traffic” but provides more direct access to abutting land uses than does a principal arterial.
Collector	Provides for movement within smaller areas which are often definable neighborhoods, and which may be bound by arterials with higher classifications. Collectors serve very little “through traffic” and serve a high proportion of local traffic requiring direct access to abutting properties. Collector arterials provide the link between local neighborhoods streets (i.e. non-arterials) and larger arterials.
Local Access	Provides access to the roadway network for abutting residential and commercial development. All roadways not designated as principal arterials, minor arterials, or collectors are local access streets.

Source: City of Covington, 2009a.

Figure 4.01 – Functional Classification Map

The City currently measures the performance of its transportation system primarily based on peak hour delay for drivers, as described in Table 4.02 below. The City’s standard currently states that all intersections must operate at LOS D or better, but that stop-controlled non-arterial side streets are permitted to experience higher delays where deemed safe by the City Engineer.

Table 4.02 - LOS Criteria for Signalized and Unsignalized Intersections

Level of Service	Signalized Control Delay per Vehicle (seconds)	Unsignalized Delay per Vehicle (seconds)	Description
A	0-10	0-10	Little or no delay
B	>10-20	>10-15	Short delays
C	>20-35	>15-25	Average delays
D	>35-55	>25-35	Long delays
E	>55-80	>35-50	Very long delays
F	>80	>50	Extreme congestion

Source: Highway Capacity Manual, 2000.

This Comprehensive Plan update seeks to shift this paradigm, by measuring the travel experience for walking, biking, and taking transit in addition to driving. As summarized in the policies at the end of this chapter, this plan seeks to create a more balanced and connected transportation system by adopting a multi-modal LOS policy. This new multimodal LOS policy, would in turn, influence the City’s implementation of its concurrency program, providing more flexibility in how to respond to LOS challenges. Specifically, concurrency could be addressed along several intersections within a corridor (rather than at a single intersection) and with the addition of complete bicycle and pedestrian facilities.

To accomplish this, the City may wish to adopt a comprehensive set of LOS standards to help manage motorized and non-motorized transportation, as follows:

Vehicle mobility:

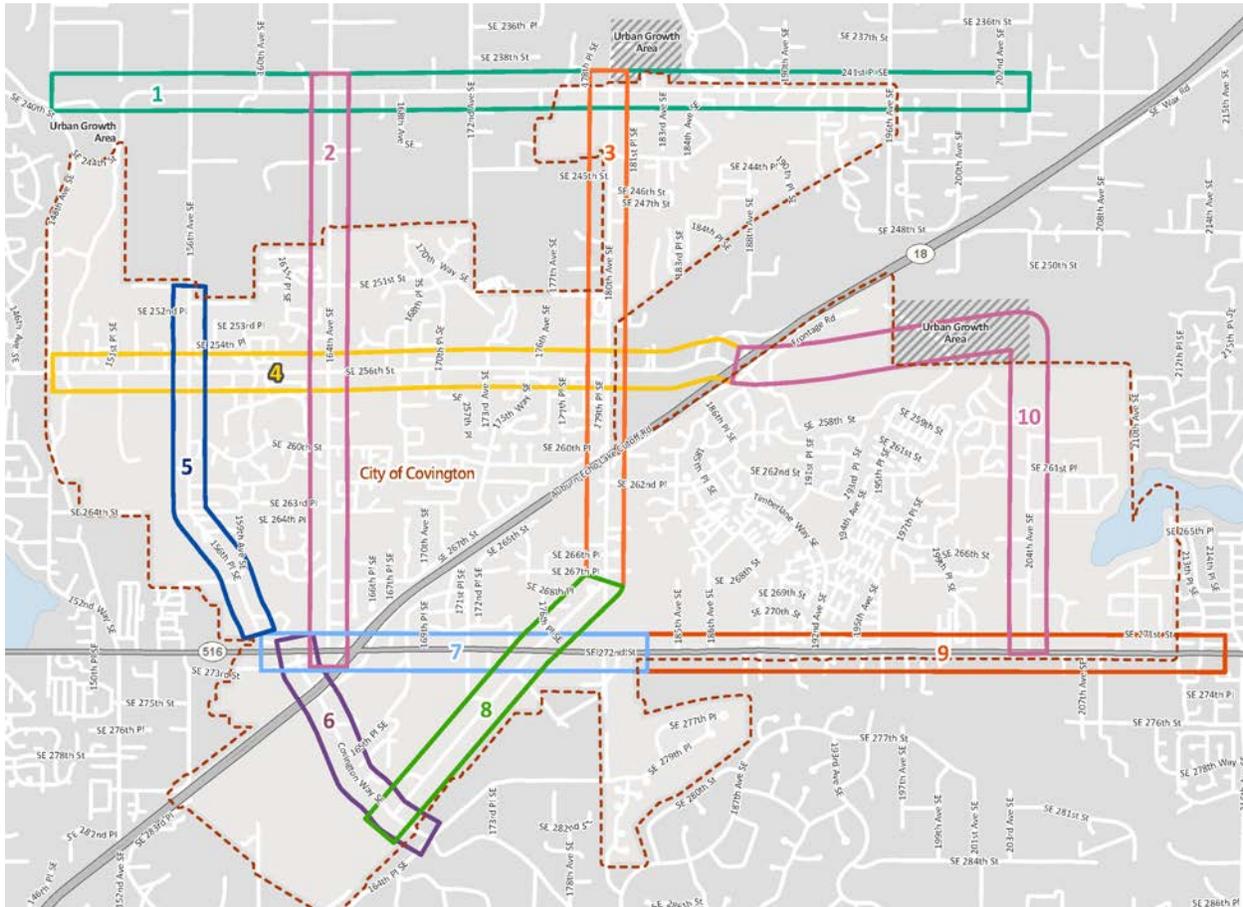
The City will measure LOS for autos based on the performance of 10 key corridors within the City. The LOS standard for the corridors is to have average intersection delay of 55 seconds or less (the equivalent of an LOS D threshold for signalized intersections). In corridors where complete bicycle and pedestrian facilities are provided, average intersection delay of up to 80 seconds (the equivalent of an LOS E threshold for signalized intersections) is permissible. Within a corridor, certain intersections may experience higher delays, but the average corridor delay is used to compare against the LOS standard. The City will monitor those locations and identify

appropriate actions as part of its annual TIP process. Other corridors may be included in the future as needs are identified.

They key corridors are listed below (and are also depicted in **Figure 4.02**):

1. 240th Street (148th Avenue to 204th Avenue)
2. 164th Avenue (240th Street to 272nd Street)
3. 180th Avenue/Wax Road (240th Street to 267th Place)
4. 256th Street (148th Avenue to SR 18)
5. 156th Place (251st Street to 272nd Street)
6. Covington Way (272nd Street to Wax Road)
7. 272nd Street (156th Place to 185th Avenue)
8. Wax Road (Covington Way to 272nd Street)
9. 272nd Street (185th Avenue to City East Limits)
10. 204th Street Extension (SR 18 to 272nd Street)

Figure 4.02 - Key Corridors



Pedestrians

The City may provide pedestrian facilities (which include trails, sidewalks, and/or protected shoulders) where indicated in the City’s adopted Non-Motorized Plan by the following priority rating scheme.

Table 4.03- Pedestrian LOS – Sidewalk Availability

LOS	Within Pedestrian Priority Network
	Pedestrian facility* where identified in Non-Motorized Plan, with a buffer
	Pedestrian facility* provided on one side of the street
	No pedestrian facility

* Pedestrian facility includes sidewalks and shoulders protected by a raised curb

Bicycle

The City may provide bicycle facilities (which include trails, buffered bike lanes, bike lanes, and/or bicycle routes) where indicated in the City’s adopted Non-Motorized Plan by the following priority rating scheme.

Table 4.04 - Bicycle LOS – Facility Requirements

LOS	Within Bicycle Priority Network
	Provides minimum treatment* recommendation, as shown in Non-Motorized Plan
	Provides a lower-level facility* than recommended in the Non-Motorized Plan
	No Facility

* Bicycle facilities – lowest-level to highest-level of treatment: shared; bike lanes; buffered bike facility; separated trail.

Transit

The City may provide amenities at transit stops and pedestrian access to transit stops, as indicated in the City’s adopted Non-Motorized Plan by the following priority rating scheme.

Table 4.05 - Transit Priority Corridor Level of Service

LOS	Transit Stop Amenities	Pedestrian Access	Frequency of Service
	High level	Sidewalks and marked crosswalks serving stops	All day service. Peak service 15 minutes or less, midday 30 minutes or less
	Some amenities	Sidewalks and marked crosswalks serving some stops	All day service. Peak services 30 minutes or less, midday service 60 minutes or less
	Little or no amenities	General lack of sidewalks and marked crosswalks	Low level of service

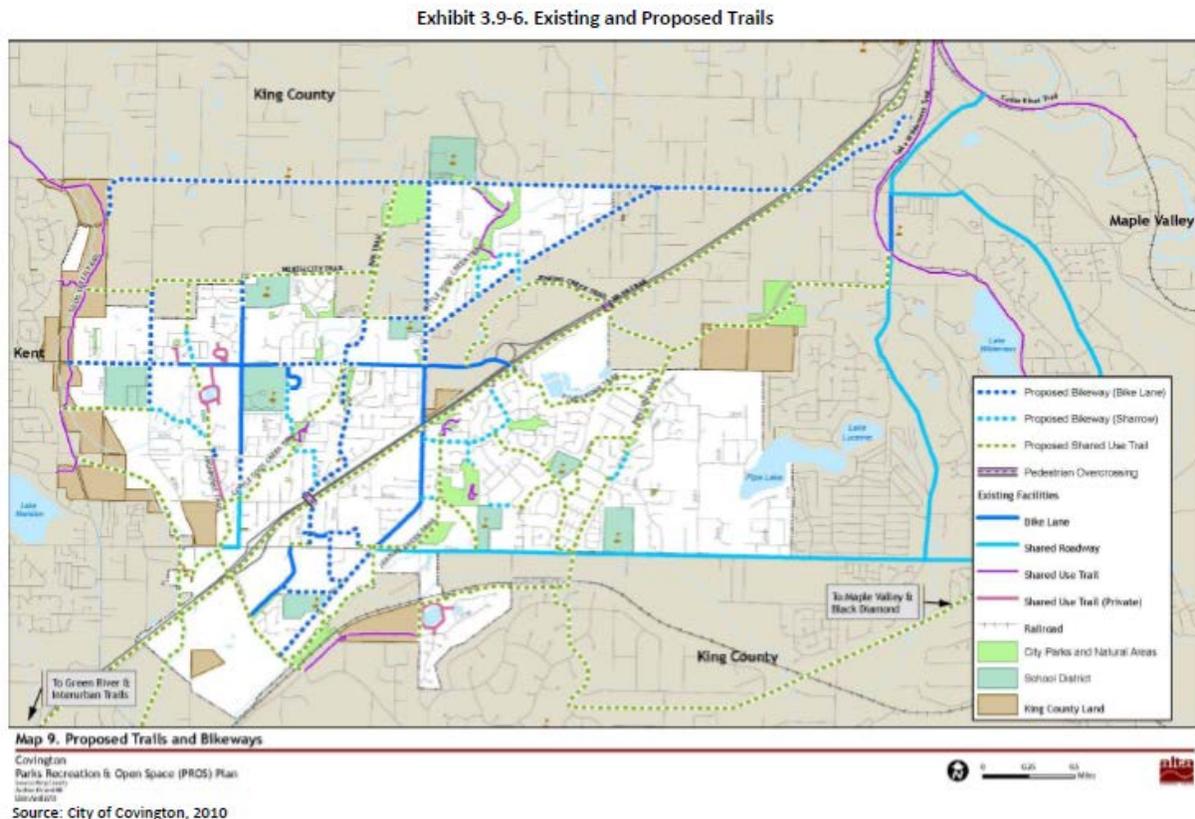
Bicyclists and pedestrians find it inconvenient to access Covington destinations. (TRG 7.0)

As described in the previous section, the City’s street network is the defining feature of Covington’s transportation network. While in recent years the City has made substantial investments in creating a transportation network that is welcoming and appealing to all modes, substantial additional planning and resources will be required to address decades of planning primarily for cars.

Figure 4.03 - Cyclist (photo)

Figure 4.04 shows the location of existing and planned facilities for walking and biking in Covington. As the figure shows, completed bicycle accommodations (including bike lanes and shared use trails) are only present in a few locations, although many are planned for future implementation. Recently completed streetscape projects and the frontage of new developments tend to include sidewalks, however, the vast majority of streets in Covington (which were constructed prior to annexation in 1997) lack basic pedestrian amenities.

Figure 4.04 – Existing and Proposed Trails



Over time, there should be evolving improvement of non-motorized facilities within the City; however, it will take time for facility gaps to be filled. To be as proactive as possible in ensuring that non-motorized projects are pursued in a logical manner, which maximizes the safety and comfort of all travelers in Covington, this Comprehensive Plan includes a policy to complete a non-motorized plan, which will help guide the development and phasing of improvements for walking and biking.

Public transportation may become an increasingly attractive transportation option, but only if development patterns and public transportation providers support it. (TRG 5.1)

As a relatively small community that is not designated by PSRC as an urban or regional center, Covington has not been a regional priority for improved transit service. While the City enjoys proximity to

the Auburn and Kent Sounder Stations, there are currently no King County Metro routes that serve Covington. Extending rail transit service into Covington is also unlikely in the near term, as the City is not a part of the Sound Transit or Regional Transit Improvement District (RTID).

Recent planning efforts related to the Town Center and Downtown Zoning establish a strong policy framework for development patterns that would be more supportive of future transit service additions. The concentration of uses in the Downtown and pedestrian connectivity of the Town Center create a place where transit options, such as bus, Bus Rapid Transit (BRT), and potentially a rail connector to the regional transit system, could succeed in providing more frequent service and transportation choices to the community for both local and regional travel.

The best ways for the City to drive the pace of this transition will be continue the development of urban nodes, like the Town Center, and develop a complete, safe, and comfortable pedestrian and non-motorized network to provide choices for local and regional travel. This Comprehensive Plan includes policies that support this direction.

Maintaining the transportation system and ensuring adequate regional connectivity will continue to be a challenge, requiring dedication of resources and effective regional partnerships. (TRG 9.0)

To fully realize the City's vision of a connected Town Center, providing for vehicle mobility on key corridors like Kent-Kangley Road and 256th Street, and constructing other key links like the 204th extension through the Hawk Subarea Plan will require substantial regional coordination and outside funding. The City of Covington has a strong track record in partnering with WSDOT, neighboring cities, and private development to construct transportation infrastructure and mitigate impacts.

Figure 4.05 - Jenkins Ck bridge project (plan dwg)

Many of Covington's currently planned roadway projects would be developer-funded. The widening of Kent-Kangley Road to Jenkins Creek and beyond would be a major capital investment necessitating state or regional funding. This Comprehensive Plan includes policies that are supportive of continuation of the City's partnership with development (via the impact fee program and SEPA process) and outside agencies in planning and constructing improvements to the Covington's transportation network.

This plan includes two transportation goals (TR-A & TR-D) that explicitly reference the importance of maintaining the existing and planned transportation system. While Covington's newer roadways are in relatively good shape, other facilities are nearing their design life and will require substantial investments in the coming years

Goals

Goal	Influencing decisions on:								
		Land use	Housing	Transportation	PROS	Natural environment	Capital facilities & utilities	Economic development	Shorelines
TR-A	Provide and maintain a complete transportation network that safely and efficiently accommodates all users. (TRG 1.0)			✓					
TR-B	Promote the development of safe and convenient pedestrian and bicycle networks that encourage multi-modal access to and from residential neighborhoods, parks, schools, civic buildings, and the Town Center. (TRG 7.0)			✓					
TR-C	Promote transit and transportation demand management (TDM) strategies as viable alternatives to single-occupant vehicle use (TRG 5.1)			✓					
TR-D	Develop a long-range financial component and multi-agency funding program to ensure adequate funding sources and strategies for transportation improvements and maintenance			✓					
TR-E	Coordinate with neighboring and regional transportation entities as well as the general public to ensure maximum connectivity and interoperability of transportation systems in the region (TRG 9.0)			✓					

Policies

Policy		Influencing decisions on:							
		Land use	Housing	Transportation	PROS	Natural environment	Capital facilities & utilities	Economic development	Shorelines
Network Completion, Consistency & Monitoring									
TR-1	The land use and transportation elements should be coordinated such that land use designations, transportation funding, and/or level of service standards shall be reexamined when roadway construction or upgrading is not feasible, or where concurrency cannot be achieved	✓		✓			✓		
TR-2	Adopt and implement an LOS standard to quantify and qualify the flow of traffic (motorized and non-motorized), and to measure the overall transportation system's ability to move people and goods as shown in this chapter	✓		✓			✓		
TR-3	Evaluate and prioritize proposed roadway projects according to the following guidelines: <ul style="list-style-type: none"> Project's likelihood of improving public health and safety, to fulfill the City's legal commitment to provide transportation services to its users, or to preserve full use of the existing transportation system Project's opportunity to increase efficiency of existing facilities, prevents or reduces future improvement costs, provides service to developed areas lacking full service, or promotes development consistent with the future land use plan Project's ability to improve the general prosperity of the community or represent a logical extension of existing facilities 	✓		✓			✓	✓	
TR-4	Use Concurrency Management System in developing Six-Year Transportation Improvement Program (TRP 4.4)	✓		✓			✓		
TR-5	Maintain development regulations, street design standards, and level of service standards that are consistent with the City's transportation goals (TRG 6.0)	✓		✓			✓		

TR-6	Enhance truck access to/from SR 18 and other regional facilities to minimize the impact of trucks on residential areas of the city	✓		✓			✓	✓	
TR-7	In general, all arterials shall accommodate pedestrian and bicycle movement, as well as automobile and transit traffic	✓		✓			✓		
TR-8	Classify streets based on knowledge of existing and future demand volumes, modal uses, and adjacent land uses (TRP 6.1)	✓	✓	✓			✓	✓	
TR-9	Consolidate access to properties along principal and minor arterials wherever possible to maximize the capacity of the facilities and reduce potential safety conflicts	✓		✓					
TR-10	Link local street networks through subdivisions to provide efficient local circulation, as appropriate, and provide additional collector arterial access for major residential areas	✓	✓	✓			✓		
TR-11	Design, construct, and operate the transportation system to accommodate physically challenged persons in accordance with the ADA standards and to accommodate and support public safety vehicles, emergency response and operation		✓	✓			✓		
TR-12	Ensure that transportation facilities are developed and maintained in a manner that is sensitive to the natural environment, minimizes adverse environmental impacts to residential neighborhoods and local businesses, and complements the aesthetic character of the City of Covington (TRG 8.0)	✓		✓		✓	✓	✓	
TR-13	Build additional grid streets in the Town Center designation as private development occurs, with the location and timing of these other grid streets determined based on the location, design and timing of new development (DTP 6.8)	✓		✓			✓		
TR-14	Provide efficient local access from regional transportation corridors to the downtown area (DTP 6.11)			✓			✓		
TR-15	Enhance the attractiveness of the SR-18 right of way in accordance with its role as a gateway to the downtown area (DTP 6.12)			✓			✓		
TR-16	Improve the street environment and appearance within the downtown area for use as public open space (DTP 8.3)			✓	✓		✓		
Non-Motorized Transportation									
TR-17	Implement streetscape improvements that promote walkability and commercial activity		✓	✓			✓		

TR-18	Promote the development of safe and convenient pedestrian and bicycle networks that encourage multi-modal access to and from residential neighborhoods, parks, schools, civic buildings, and the Town Center	✓	✓	✓	✓		✓	✓	
TR-19	Maintain and implement a Non-Motorized Plan that provides guidance on street design guidelines, bicycle, and pedestrian priority routes, and the Downtown Plan (TRP 7.1)			✓			✓		
TR-20	Ensure new development is consistent with the Non-Motorized Plan (TRP 7.2)			✓					
TR-21	Work with all governmental entities and the private sector to develop trail and bikeway plans and facilities that serve Covington residents, pedestrians, cyclists and visitors from the greater region with improved connections to the Soos Creek Trail system and the planned Jenkins Creek trail system (DTP 6.3)			✓	✓	✓	✓	✓	
TR-22	Address pedestrian safety and access across Kent-Kangley Road, SR-18 and the railroad tracks (PRP 5.9)			✓	✓		✓		
Transit & Transit Demand Management (TDM)									
TR-23	Encourage TDM strategies as outlined in the Downtown Plan (TRP 1.10)	✓		✓					
TR-24	Support transit services that meet the needs of persons with disabilities, the elderly, and people with special needs	✓	✓	✓					
TR-25	Encourage the use of transit, high occupancy vehicles (HOV), and other travel modes, such as carpools and vanpools, through Transportation Demand Management (TDM) programs and non-motorized connections	✓		✓					
TR-26	Proactively work with KC/Metro to evaluate and make necessary changes to enhance the transit service within the City (TRP 5.1)	✓		✓				✓	
TR-27	Promote transit stops, access, and service improvements near land uses that attract large numbers of employees and/or customers (TRP 5.2)	✓		✓				✓	
TR-28	Encourage transit oriented development (TOD) where feasible, to locate within the Town Center and Mixed Commercial designations (DTP 2.8)	✓		✓					
Funding & Maintaining the System									
TR-29	Ensure that transportation facilities are maintained to optimize safety, traffic flow, and the life of the facility in the most cost-effective manner			✓			✓		

TR-30	Ensure new development contributes its fair share to the financing of needed transportation improvements and expansions (TRP 11.3)	✓		✓			✓		
Regional Coordination									
TR-31	Coordinate transportation systems operations, planning, and project implementation with neighboring jurisdictions and regional agencies, especially in anticipation of potential annexation areas (TRP 9.1)	✓		✓			✓	✓	
TR-32	Coordinate with neighboring and regional agencies to secure funds for transportation projects via means such as interlocal impact fee agreements and pursuing grants jointly (TRP 11.6)			✓			✓	✓	
TR-33	Coordinate funding with other local and regional sources to address transportation improvements that serve multiple jurisdictions and/or are mutually beneficial			✓			✓	✓	

Related Goals and Policies

Appendix A lists all plan goals and policies, identifying the interrelationships between them and all of the other plan elements. Goals and policies listed in this chapter may have implications on other planning topics. Likewise, goals and policies from other chapter may have implications on Covington's transportation policy. The complete listing will help ensure overall consistency between elements and aid staff, local officials and the larger community as they consult this plan for comprehensive policy guidance.

Implementation Actions

Designate a system of truck routes consisting mainly of principal and minor arterials. Lower street classifications should only be used for trucks to access commercial or residential developments for deliveries (TRP 6.4)

Develop an ADA transition plan

Develop a Neighborhood Traffic Calming Policy, which recognizes and balances the competing needs of mobility and safety in residential neighborhoods (TRP 8.3)

Develop a Mitigation Payment System (MPS) specific to Covington to partially fund capacity projects that support new development

Develop/update a non-motorized system plan

Establish a program for construction of pedestrian facilities to complete essential missing segments as identified in the Non-Motorized Plan TRP 7.9)

5. Parks, Recreation and Open Space

What you will find in this chapter

This parks, recreation and open space element provides policy guidance on how Covington should invest in and maintain its parks, recreation and open space system. This chapter includes:

- A description of Covington’s parks, recreation and open space issues, identifying how the system may evolve to meet shifts in community preferences and demand.
- A discussion of the goals, policies, and implementation actions that reflect the plan’s vision, building on a variety of statewide, regional and local planning documents and processes.
- Goals, policies and implementation action items for the community’s decision-making and budgeting, particularly with respect to the City’s parks, recreation and open space plan.

Purpose

The parks, recreation and open space element ensures that the City has appropriate high-level policy guidance to support its investment in the parks, recreation and open space system, consistent with its parks, recreation and open space plan and consistent with the other comprehensive plan elements’ goals, policies and implementation actions.

Issues

Covington’s residents value health and wellness, and the City is an important player in delivering both. (PRG 2.0)

Covington inherited its system of parks from King County, and the community actively uses the various types of facilities for recreation year-round. Community lifestyles reflect an appreciation for the community’s recreational assets, and residents walk, cycle, and play as part of their commitment to health and wellness. The City’s parks, recreation and open space (PROS) plan recognizes the community’s preference for active lifestyles, and the City – as steward of the community’s parks system – recognizes its role in making recreation facilities and programs available to the public.

This plan update reinforces the policy direction the PROS plan sets. It incorporates the goals and policies included in that plan, enabling continued enhancement of the parks system to meet the community’s health and wellness expectations.

Covington struggles with providing a range of parks facilities to meet the community’s demands, relying on private open space to fulfill many of the community’s recreational expectations. (PRG 3.0)

While the community appreciates having parks and recreation facilities, it is generally underserved. The PROS plan indicates that the City owns slightly less than 168 acres overall, though much of that land is undeveloped or in natural open space. There is a particular deficiency in community parks and trails.

Figure 5.01 - Parks map

Table 5.01 – Parks and Recreation Service Standards

Classification	Size Guideline	Proximity Guideline	Service Standard
Community Park	20-50 acres; 20 acre minimum desired	Up to 1-mile radius	5 acres/ 1,000
Neighborhood Park	3-5 acres; 2 acre minimum desired	Up to ½-mile radius	3 acres / 1,000 ¹
Pocket Park	NA	Up to ¼-mile radius	

Natural Area and Greenspace	NA	NA	6 acres / 1,000
Trails and Bikeways	NA	NA	¾ miles / 1,000

1 Neighborhood and Pocket parks are combined for a service standard of 3 acres per 1,000 residents.
 Source: City of Covington Comprehensive Plan, Parks and Recreation Element, 2014

Public parkland is relatively scarce, but privately-held open spaces are scattered throughout the community. These spaces were provided as part of individual subdivisions or developments in fulfillment of County requirements, and they are generally small, with restricted access, and maintained by private homeowners associations. Covington may appear to be a community of many parks, but it is not. These private open spaces are intended to serve the needs of only those whose associations support their upkeep and are unavailable for general public recreation.

Table 5.02 – Parks Inventory

Type	Number of Sites	Acreage
Community Parks	2	51.98
Public, City-owned	1	51.98
Private	0	0
Neighborhood Parks	10	68.95
Public, City-owned	3	4.46
Private	7	64.49
Pocket Parks	11	5
Public, City-owned	1	.39
Private	10	4.61
Natural Areas and Greenspace	30	182.4
Public, City-owned	16	109.75
Private	14	72.65
Special Facilities	3	39.56
Public, City-owned	2	1.41
Private	1	38.15
County	5	276.5
Schools	8	77.9
Total		702.29

Source: City of Covington Comprehensive Plan, Parks and Recreation Element, 2014

This plan update reinforces the PROS plan’s direction to acquire and develop additional parkland to meet the community’s needs. In addition, this plan update recognizes the economic development potential of the community’s parks, underscoring that a high-quality and abundant recreational environment will help to sustain Covington’s quality of life. Strategic investment in parks facilities and a creative approach to building and maintaining partnerships can potentially generate economic return on the City’s parks inventory. This can be realized through rental fees for individual facilities at the Community Park, or it can be less direct, seen as an increase in property values and commercial activity around a public plaza located in the Town Center.

Table 5.03 – Parks and Recreation Supply/Deficit Assessment

Classification	Service Standard	Existing Inventory acres	Current Surplus/ (Deficit) acres	Projected Surplus/ (Deficit) 2035 ¹
Parks				
Community Park	5 acres/ 1,000	39.7	(52.70)	(62.01)
Neighborhood & Pocket Park	3 acres / 1,000 ¹	52	(3.44)	(9.02)
Natural Area & Greenspace	6 acres / 1,000	109.8	(1.08)	(12.25)
Trails				
Trails	¾ miles / 1,000	4.7	(9.16)	(10.56)
Bikeways	¾ miles / 1,000	7.1	(6.76)	(8.16)

¹: Assumes the PSRC 2035 growth forecast of 20,341

Covington is surrounded by natural open spaces, and the community seeks increased access to and preservation of these areas. (PRG 4.0)

Covington is an urban place, developed to support the provision of full urban services. And it will likely become even more intensely so as land in the Town Center and the Hawk Subarea Plan develops. An important attribute that sets Covington apart is its neighborhoods’ adjacency to scenic, natural open spaces. The City’s PROS plan recognizes this and calls for increased access to and continued preservation of these areas, understanding that access to open space is an important reason behind why families have chosen to live in Covington.

Continued partnership with King County is key to maintaining this close relationship to the rural outdoors. The County’s Soos Creek Park and regional trail is a major component of the community’s recreational system, and the County is proposing to expand it even further. If this is successful, the trail system will bring access to undeveloped open spaces even to those who will reside, work and shop in Covington’s Town Center.

Walking and bicycling are popular recreational activities, and the community’s trails system is only starting to address them. (PRG 5.0)

As the popularity of the Soos Creek Trail demonstrates, Covington’s residents enjoy walking and cycling in natural open space areas. Covington’s seeks to establish an interconnected series of trails to help its residents access those open spaces by walking to them or riding, eliminating the need for an auto to access the natural areas surrounding the city.

The City has been opportunistic in finding trail rights of way and making connections where it can. Trails work their way along utility corridors and through commercial developments. In some cases, neighborhood subdivisions provide for non-motorized connections between them, allowing those who bike or walk to move directly from one housing development to another and avoid a longer trip via a major arterial.

Figure 5.02 – Bikeways & trails map

Figure 5.03 – Soos Creek Park Trail (photo)

The community desires more, however, and the City is trying to answer the demand. Its non-motorized plan helps to prioritize these types of improvements as part of larger transportation projects or land development proposals. And the City continues to explore opportunities for providing trail connections through land that may otherwise be constrained or unattractive for development.

Building and maintaining a parks, recreation and open space system is expensive. (PRG 6.0, PRG 7.0)

Resources to acquire parkland, develop it and maintain it are scarce. Parks and trails projects compete with transportation projects and other City obligations for local funding. Covington charges parks impact fees, but they provide resources that must be devoted to capital expenditures to address demand of new development. Overcoming the existing deficiencies is up to the City and community as a whole.

The City has been successful in winning grants from the Recreation and Conservation Office, and it has cobbled together funds to maintain its recreation program and begin development of Covington Community Park. Local initiatives to raise funds have had mixed success, but momentum is building as more residents appreciate their attachment to the types of activities the City's parks and recreation system supports.

Figure 5.04 –Community Park (photo)

Figure 5.05 – Parks Capital Improvements map

The City will soon update its parks, recreation and open space comprehensive plan, taking a new look at its parks facilities, recreation programs and open spaces and configuring an overall strategy to address community demand, prioritize investment and raise local awareness of the resources necessary to build and operate the system the community wants.

Goals

Goal		Influencing decisions on:							
		Land use	Housing	Transportation	PROS	Natural environment	Capital facilities & utilities	Economic development	Shorelines
PR-A	Establish a varied and inclusive suite of recreation programs that accommodate a spectrum of ages, interests and abilities (PRG 2.0)				✓			✓	
PR-B	Acquire and develop a high-quality, diversified system of parks, recreation facilities and open spaces that is attractive, functional, accessible and safe – providing equitable access to all residents (PRG 3.0)				✓		✓	✓	
PR-C	Protect and manage the City’s environmentally sensitive lands, remnant open spaces and natural and cultural resources to highlight their uniqueness and local history (PRG 4.0)				✓	✓	✓	✓	✓
PR-D	Develop a high-quality system of shared-use park trails and bicycle & pedestrian corridors that connect significant local landscapes, public facilities, neighborhoods and the downtown core (PRG 5.0)	✓		✓	✓		✓	✓	
PR-E	Provide a parks, trails and open space system concurrent with new development that is efficient to administer and operate, while providing a high level of user comfort, safety, aesthetic quality and protection of capital investment. (PRG 6.0, PRG 7.0)			✓	✓		✓		

Policies

Policy		Influencing decisions on:						
		Land use	Housing	Transportation	PROS	Natural environment	Capital facilities & utilities	Economic development
Health, Wellness & Programming								
PR-1	Leverage City resources by forming and maintaining partnerships with other public, non-profit and private recreation providers to deliver recreation services and secure access to existing facilities (e.g. schools) for field sports and other community recreation (PRP 2.1)				✓		✓	
PR-2	Emphasize service provision to children, teens, seniors, people with disabilities, and other population groups with limited access to market-based recreation options (PRP 2.2)				✓		✓	
PR-3	Explore partnership opportunities with regional healthcare providers and services, such as MultiCare, Valley Medical Center, and the King County Health Department, to promote wellness activities, healthy lifestyles, and communications about local facilities and the benefits of parks and recreation (PRP 2.3)				✓			✓
PR-4	Promote and expand special events and programming, such as summer programs and environmental education. Utilize the region's parks, trails, waterfronts and recreation facilities as settings to provide and/or facilitate a wider array programs and activities (PRP 2.4)				✓	✓	✓	✓
PR-5	Continue to foster the partnership with the Kent and Tahoma School Districts to utilize school sites to provide active recreation facilities. Explore opportunities to co-develop facilities on school property or property adjacent to schools (PRP 2.5)				✓		✓	
PR-6	Coordinate with the Covington Art Commission to encourage participation in, appreciation of and education in the arts and to improve the capacity of local arts agencies in providing art programs that benefit community residents (PRP 2.9)				✓			
Parks, Natural Areas & Trails								
PR-7	Preserve and protect parks and open space within Covington's boundaries, encourage a "no net loss" approach to parkland so that converted parkland is replaced by land of equal or better quality (PRP 3.4)	✓			✓			
PR-8	Coordinate and develop public access points to shoreline areas consistent with the Shoreline Element and the Shoreline Master Program (PRP 3.8)			✓	✓	✓		✓

PR-9	Pursue low-cost and/or non-purchase options to preserve open space and greenbelts, including the use of conservation easements, current use assessment and development covenants (PRP 3.9)	✓			✓	✓	✓		
PR-10	Actively plan and coordinate with King County, Kent, Black Diamond and Maple Valley for the acquisition of parks and open space within or in close proximity to the urban growth area (PRP 3.10)				✓		✓		
PR-11	Encourage and support the participation of community-based or non-profit conservation organizations, which offer options and alternatives to development in the interest of preserving desirable lands as a public benefit (PRP 3.11)				✓				
PR-12	Encourage large residential and mixed-use developments to include publicly accessible gathering spaces to serve as neighborhood focal points and event venues (PRP 3.12)	✓			✓			✓	
PR-13	Provide sufficient civic buildings, public plazas, parks, open spaces and gathering spaces within the Downtown to meet the needs of Covington's planned residential, office and commercial growth (DTG 8.0)	✓			✓		✓		
PR-14	Develop public plaza, park and usable open space areas to serve both residents and employees in the downtown area, increasing the diversity of spaces by enhancing their types, size and hierarchy. (DTP 8.1)	✓			✓		✓		
PR-15	Encourage the location of civic buildings and facilities, such as City Hall, public plazas, community centers, public libraries, etc., in the Town Center Focus Area (DTP 8.2)	✓			✓		✓		
PR-16	Encourage developers to provide a variety of open spaces, such as plazas and courtyards with outdoor seating and landscaping, in private developments (DTP 8.5)	✓			✓				
PR-17	Encourage private participation in development of community facilities in the downtown area (DTP 8.6)	✓			✓				
PR-18	Utilize the power line corridors and adjacent stream corridors as part of an overall pedestrian and bicycle trail system that offers recreational potential and residential connections into and within the downtown area (DTP 8.7)	✓		✓	✓		✓		✓
Natural Areas & Greenspaces									
PR-19	Retain as open space those areas having a unique combination of open space values, including the separation or buffering between incompatible land uses; visual delineation of the City or a distinct area or neighborhood of the City; aquifer recharge areas; floodwater or stormwater storage; stormwater purification; recreational value; aesthetic value; and educational value (PRP 4.1)	✓			✓	✓			
PR-20	Retain and protect as open space those areas that provide habitat for rare, threatened or endangered plant or wildlife species, may serve as a corridor for wildlife movement, and may include and encourage public use for wildlife interpretation and observation (PRP 4.2)	✓			✓	✓			✓
PR-21	Actively plan with King County, Kent, Black Diamond and Maple Valley to preserve and enhance the ecological function, habitat quality and recreational value of the Soos				✓	✓			✓

	Creek, Little Soos Creek and Jenkins Creek corridors (PRP 4.5)								
PR-22	Coordinate with other public agencies and private landowners for the protection of valuable natural resources and sensitive lands through the purchase of development rights, easements or title and make these lands available for passive recreation, as appropriate (PRP 4.6)	✓		✓	✓	✓			
PR-23	Recognize that designating private property for open space uses does not establish or promote any public access rights to such property (PRP 4.7)	✓			✓				
PR-24	Create community-based volunteer and stewardship opportunities to inform and engage residents about urban forestry issues, such as tree planting, tree care and management and the benefits of urban trees (PRP 4.9)				✓			✓	
PR-25	Comply with the Evergreen Communities Act (RCW 35.105) and obtain and maintain Evergreen Community status (PRP 4.12)	✓			✓		✓		
PR-26	Maintain Tree City USA status (PRP 4.13)				✓			✓	
PR-27	Promote the installation and management of street trees as an extension of urban habitat and providing green infrastructure benefits (PRP 4.14)			✓	✓	✓	✓	✓	
PR-28	Where feasible, encourage use of wetland buffers, stream buffers, and habitat corridors for passive recreational use, such as wildlife viewing and trails, provided that such uses would not have a negative impact upon the protected natural resources (PRP 4.15)	✓			✓	✓	✓		
PR-29	In the Hawk Property Subarea, develop park and greenspace areas as both publicly accessible recreational and habitat amenities (PRP 4.16)				✓	✓			
Trails & Pathways									
PR-30	Create a network of interconnected, shared-use trails for walking, hiking and cycling to promote connectivity between parks, neighborhoods and public amenities (PRP 5.1)	✓		✓	✓				
PR-31	Comply with and periodically update level of service standards to reflect changes in community parks, recreation, trails and open space demand (PRP 5.2, reworded to reflect LOS discussion)	✓			✓		✓		
PR-32	Work with local agencies, utilities and private landholders to secure trail easements and access to greenspace for trail connections (PRP 5.4)	✓		✓	✓	✓	✓		
PR-33	Coordinate with Burlington Northern Santa Fe Railroad for a potential rail-with-trail opportunity (PRP 5.7)			✓	✓		✓		
PR-34	Address pedestrian safety and access across Kent-Kangley Road, SR-18 and the railroad tracks (PRP 5.9, but may be redundant with transportation element)			✓	✓				
PR-35	Provide trail head accommodations, as appropriate, to include parking, wayfinding signage, restrooms and other amenities (PRP 5.10)	✓		✓	✓				

Concurrency								
PR-36	New development shall provide funds or parkland for concurrent park development and maintenance (PRP 6.1)	✓			✓		✓	
PR-37	Mixed-use development of more than 20 new dwelling units in the downtown area may, on approval of the City, provide fees in lieu of the requirement to develop on-site park, recreation or open space facilities to serve the development (PRP 6.3)	✓			✓		✓	
PR-38	New commercial development shall be responsible for financing and providing downtown amenities such as parks, open spaces and public art (PRP 6.4)	✓			✓		✓	
Management & Operations								
PR-39	Provide sufficient financial and staff resources to maintain the overall parks system to high standards (PRP 7.1)				✓		✓	
PR-40	Maintain all parks and facilities in a manner that keeps them in safe and attractive condition; repair or remove damaged components immediately upon identification (PRP 7.2)				✓		✓	
PR-41	When developing new facilities or redeveloping existing facilities, review and consider the projected maintenance and operations costs prior to initiating design development (PRP 7.3)				✓		✓	
PR-42	Design and maintain parks, trails and facilities to offer universal accessibility for residents of all physical capabilities, skill levels and age. All facilities shall conform to the American with Disabilities Act (ADA) guidelines and requirements (PRP 7.5)				✓		✓	
PR-43	Incorporate sustainable development and low impact design practices into the design, planning and rehabilitation of new and existing facilities. Prepare sustainability best management practices for grounds maintenance and operations. Consider the use of non-invasive, native vegetation for landscaping in parks and natural areas to minimize maintenance requirements and promote wildlife habitat and foraging (PRP 7.6)				✓	✓	✓	
PR-44	Coordinate park planning, acquisition and development with other City projects and programs that implement the comprehensive plan. Seek partnerships with other public agencies and the private sector to meet the demand for cultural and recreational facilities in the City (PRP 7.9)				✓		✓	
PR-45	Encourage volunteer park improvement and maintenance projects from a variety of individuals, service clubs, scouting organizations, churches and businesses (PRP 7.10)				✓			
PR-46	Periodically evaluate user satisfaction and numerical use of parks, facilities and programs; share this information with staff, Parks and Recreation Commission and City Council as part of the decision making process to revise offerings or renovate facilities (PRP 7.11)				✓			

PR-47	Pursue alternative funding options for the acquisition and development of parks and facilities, such as through private donation, sponsorships, partnerships, county, state and federal grant sources, among others. Place priority on maximizing grants and other external sources of funding, or inter-agency cooperative arrangements, to develop the City's park resources (PRP 7.12)				✓		✓		
PR-48	Promote professional development opportunities that strengthen the core skills and engender greater commitment from staff, Commission members and key volunteers, including training, materials and/or affiliation with the National Recreation & Park Association (NRPA) and the Washington Recreation & Park Association (WRPA). (PRP 7.13)				✓				

Related Goals and Policies

Appendix A lists all plan goals and policies, identifying the interrelationships between them and all of the other plan elements. Goals and policies listed in this chapter may have implications on other planning topics. Likewise, goals and policies from other chapter may have implications on Covington's parks, recreation and open space policy. The complete listing will help ensure overall consistency between elements and aid staff, local officials and the larger community as they consult this plan for comprehensive policy guidance.

Implementation Actions

Require development projects along designated trail routes to be designed to incorporate the trail as part of the project. Sensitive area buffers within proposed subdivisions and short-subdivisions shall be widened to accommodate additional open space and a public easement for future trails. (PRP 5.5)

Develop a standard in the development review process that requires projects along designated trail routes to incorporate the trail as part of the project (PRP 5.3)

6. Natural Environment

What you will find in this chapter

This natural environment element underscores the importance of the natural environment in Covington's planning. This chapter includes:

- A description of Covington's natural environment issues, identifying how the natural systems define and influence the community's larger planning parameters.
- A discussion of the goals, policies, and implementation actions that reflect the plan's vision, building on a variety of statewide, regional and local planning documents and processes.
- Goals, policies and implementation action items to ensure the systems and qualities of the natural environment are considered in the City's long-range planning and day-to-day activities.

Purpose

The natural environment element recognizes that the environment in which Covington is set is part of a larger regional system and is crucial to establishing and sustaining the quality of life Covington's residents cherish.

Issues

The natural environment plays an indispensable role in defining Covington's livability and overall environmental quality, requiring care in the management of the community's gradual development. (EVG 1.0, EVG 4.0, EVG 5.0, EVG 6.0, EVG 7.0, EVG 11.0, EVG 12.0, NHG 1.0, NHG 3.0)

Covington adopted a critical areas ordinance, creating the framework to regulate development and land use in its sensitive habitats, wetlands, frequently flooded areas, geologically hazardous areas and critical aquifer recharge areas. The City also adopted a shoreline master program regulating development and land use in the community's shoreline environments. These regulations recognize that special care must be taken in these areas of interface between urban development and essential natural ecological systems.

Covington values its connection to these systems, and this plan update maintains the policy response the City has committed to in its previous comprehensive plans and its more recent planning actions. This community strives to maintain a balance between the needs to provide a context for economic activity and one for environmental processes. This community's character is defined, in part, by its interrelationships with the natural areas and systems that surround and pass through it.

Figure 6.01 – Drainage Sub-Basin map

Figures 6.02 – 6.07 – Critical Areas maps

In addition to critical areas and shoreline environments, Covington has adopted policies supporting recycling and enhanced air quality. This plan incorporates them, too, continuing Covington's legacy for being a responsible environmental steward in the ways it manages its development.

The quality of the water resource requires diligent management, both in terms of ground water and surface water. (EVG 2.0)

Covington's plans have consistently sought ways to improve the quality of the area's water resource. Federal, State and regional storm water quality regulations and guidance also compel Covington to implement systems and facilities to ensure that water discharged to local streams attains high quality levels. Increased development intensities as called for in this plan, additional paved roadway surfaces to accommodate increased traffic, and the ever-present potential for contaminants to enter storm water flow require that this plan update's policies support aggressive, creative, and effective storm water management strategies. A healthy water resource is essential to a healthy community.

While the City of Covington is not a water purveyor, it is nonetheless responsible for managing storm water flow and ensuring that the quality of the water discharged into local streams is high enough to avoid impacting the ground water supply. Soos Creek Water and Sewer District and Covington Water District are independent water utilities, but they depend on the City of Covington and other storm water dischargers to uphold their commitments to preserve water quality.

Covington is a city where its abundant vegetation contributes to the definition of the community's character.
(EVG 9.0)

Community engagement in this plan update process underscores the attachment Covington's residents feel to the surrounding natural areas and green spaces. Residents also appreciate the green areas that slice through the community in the shape of watercourses, steep slopes, stands of trees or dedicated undeveloped areas. This plan update continues forward Covington's policies that encourage the retention of vegetation. Covington's green setting and green spaces help to define the community's image, and development must be sensitive to its impacts to that image.

Figure 6.08 – Vegetated area (photo)

Goals

Goal		Influencing decisions on:							
		Land use	Housing	Transportation	PROS	Natural environment	Capital facilities & utilities	Economic development	Shorelines
NE-A	Recognize and respect the significant rules that natural features and natural systems play in determining Covington’s livability and overall environmental quality (EVG 1.0)	✓				✓			
NE-B	Maintain high water quality, whether that water is on the surface or underground, reducing adverse downstream impact and recharging the aquifer as far upland as possible (EVG 2.0, reworded)	✓		✓		✓			✓
NE-C	Restore and protect fish and wildlife habitats and surface water resources to protect and enhance water resources for multiple benefits, including recreation, fish and wildlife habitat, flood protection, water supply and open space (EVG 4.0)	✓				✓			✓
NE-D	Achieve “no net loss” of wetland functions and values within each drainage basin (EVG 6.0)	✓				✓			
NE-E	Preserve the existing hydraulic and ecological functions of floodplains to minimize future flood hazards (EVG 7.0)	✓				✓			
NE-F	Ensure public safety in areas of geological hazard (NHG 1.0, NHG 3.0, EVG 11.0)	✓				✓			
NE-G	Minimize loss of vegetation as new development occurs, recognizing the value of trees and other vegetation in increasing Covington’s livability (EVG 9.0)	✓				✓			
NE-H	Maintain excellent air quality (EVG 12.0)	✓				✓			

Policies

Policy		Influencing decisions on:							
		Land use	Housing	Transportation	PROS	Natural environment	Capital facilities & utilities	Economic development	Shorelines
Incentives, Planning & Regulations									
NE-1	Ensure land-use plans, capital improvement programs, code enforcement, implementation programs, development regulations, and site plan review are consistent with the City's overall natural resource goals (EVP 1.3)	✓		✓		✓	✓		
NE-2	Support waste reduction and recycling programs in City facilities and in the city at large (EVP 1.4)					✓			
NE-3	Ensure that decisions regarding fundamental site design are made prior to the initiation of land surface modifications (EVP 1.5)	✓				✓			
NE-4	Start site restoration if land surface modification violates adopted policy or if development does not ensure within a reasonable period of time (EVP 1.6)	✓				✓			
NE-5	Provide to property owners and prospective property owners general information concerning natural resources, hazard areas, and associated regulations (EVP 1.9)	✓				✓			
NE-6	Use incentives to protect or enhance the natural environment whenever practicable, including buffer averaging, density bonuses, lower tax assessment for land preserved in open space (King County Public Benefit Rating System), and appropriate non-regulatory measures (EVP 1.11)	✓				✓		✓	
NE-7	Use acquisition, enhancement, incentive programs, and appropriate regulations to preserve critical areas as permanent open space where development may pose hazards to health, property, important ecological functions, or environmental quality (EVP 1.12)	✓				✓			
Water Quality									
NE-8	Reduce the environmentally detrimental effects of present and future runoff in order to maintain or improve stream habitat wetlands, particularly water quality, and protected water-related uses.	✓		✓		✓			
NE-9	Integrate the management of surface water with other agencies who provide the City's drinking water and wastewater treatment playing a role in the Countywide effort to protect and enhance surface waters on a watershed basis (EVP 2.2)			✓		✓			

NE-10	Work cooperatively with King County Surface Water Management Division, the Washington Department of Ecology, and other affected jurisdictions and tribes to implement water quality management strategies and to comply with Municipal National Pollutant Discharge Elimination System regulations to address non-point pollution (EVP 2.3)	✓		✓		✓			
NE-11	Use incentives, regulations, and programs to manage water resources and to protect and enhance their multiple beneficial uses, including flood and erosion hazard reduction, aesthetics, recreation, water supply, gardening, and fish and wildlife habitat (EVP 2.4)	✓		✓		✓			
NE-12	Regulate development in a manner that maintains the ecological and hydrologic function of water resources based on pre-development quality and quantity measurements (EVP 2.5)	✓		✓		✓			
NE-13	Actively promote conservation measures of water resources in cooperation with schools, business owners, residents, adjacent jurisdictions and water purveyors whose water source and service area are linked to the regional aquifer (EVP 2.6)	✓				✓			
NE-14	Employ erosion control measures and appropriate mitigation measures for grading and any work in or adjacent to wetlands, streams or lakes and their associated buffers (EVP 2.7)	✓		✓		✓			✓
NE-15	Protect aquifers by ensuring that development is adequately mitigated with regard to pollutant infiltration (EVP 2.8)	✓		✓		✓			
NE-16	In the Hawk Property Subarea, actively promote the use of Low Impact Development (LID) techniques to reduce storm water runoff quantity and pollutant loading, particularly in areas adjacent to Jenkins Creek (EVP 2.9)	✓		✓		✓			✓
NE-17	In the Hawk Property Subarea, transform the existing detention facilities into a unique publicly accessible community amenity, which may continue to serve as a storm water management facility (EVP 2.10)	✓		✓		✓			
NE-18	Account for the potential impacts of land-use actions on aquifers that serve as potable water (EVP 3.3)	✓				✓			
NE-19	Protect groundwater recharge quantity by promoting methods that infiltrate runoff where site conditions permit, except where potential groundwater contamination cannot be prevented by pollution source controls and storm water pretreatment. (EVP 3.5)	✓		✓		✓			
NE-20	Protect regional groundwater quality by requiring the use of Best Management Practices (BMPs) for future residential, commercial and industrial development within designated wellhead protection areas (EVP 3.6)	✓		✓		✓			
NE-21	Protect regional groundwater quality by requiring storm water treatment facilities to meet or exceed applicable standards (EVP 3.7)	✓		✓		✓			
Streams, Lakes, and Fish & Wildlife Habitat									

NE-22	Maintain major and minor streams in their natural state and rehabilitate degraded channels and banks via public programs and in conjunction with proposed new development (EVP 4.1)	✓			✓	✓	✓		✓
NE-23	Protect and restore stream channels for their hydraulic and ecological functions, as well as their aesthetic value as discussed in the Stormwater Management Plan (EVP 4.3)				✓	✓			✓
NE-24	In partnership with King County and other jurisdictions, promote restoration of stream channels and associated riparian areas to enhance water quality and fish and wildlife habitat and to mitigate flooding and erosion (EVP 4.4)					✓			
NE-25	Comply with applicable surface water management standards to protect the biological health and diversity of the Cedar River and Soos Creek Basins (EVP 4.5)	✓		✓		✓	✓		✓
NE-26	Maintain habitats that support the greatest diversity of fish and wildlife species consistent with the City's land-use objectives through conservation and enhancement of terrestrial, air, and aquatic habitats, preferably in open spaces and sensitive areas (EVP 10.2)	✓		✓		✓	✓		✓
NE-27	Protect and preserve habitats for species which have been identified as endangered, threatened, or sensitive by the State or federal government (EVP 10.3)	✓		✓		✓			
NE-28	Coordinate with adjacent jurisdictions, the state and federal governments, and tribes to identify and protect habitat networks that cross jurisdictional lines (EVP 10.6)	✓		✓		✓			
NE-29	Promote voluntary wildlife habitat enhancement projects by private individuals and businesses through educational and incentive programs (EVP 10.7)					✓			
Wetlands									
NE-30	Maintain the quantity and quality of wetlands via current land-use regulation and review; and increase the quality and quantity of the City's wetlands resource base via incentives and advance planning (EVP 6.1)	✓		✓		✓			
NE-31	Protect wetlands not as isolated units, but as ecosystems, and essential elements of watersheds (EVP 6.2)	✓				✓			
NE-32	Coordinate wetland protection and enhancement plans and actions with adjacent jurisdictions and the Muckleshoot Indian Tribe when jurisdictional boundaries are involved (EVP 6.3)	✓				✓			
NE-33	Work with King County, the State, and other jurisdictions, tribes and citizen groups to utilize the most current and appropriate Countywide wetlands policies and classification system (EVP 6.4)	✓				✓			
NE-34	Use acquisition, enhancement, and incentive programs independently or in combination to dedicate wetlands as permanent open space, and to protect and to enhance wetland functions (EVP 6.5)	✓			✓	✓	✓		
NE-35	Locate development adjacent to wetlands such that wetland functions are protected, an adequate buffer around the wetlands is provided, and significant adverse impacts to	✓				✓			

	wetlands are prevented (EVP 6.6)								
NE-36	<p>Allow alterations to wetlands where necessary to:</p> <ul style="list-style-type: none"> Accomplish a public agency or utility development, utilizing the necessary mitigation measures as detailed in the agency's or utility's Best Management Practices Plan; Provide necessary utility and road crossings, utilizing the necessary mitigation measures as detailed in the agency's or utility's Best Management Practices Plan; or Avoid denial of reasonable use of the property, provided that all wetland functions are evaluated, the least harmful reasonable alternatives are pursued, and affected significant functions are appropriately mitigated (EVP 6.7) 	✓				✓			
NE-37	Allow public access to wetlands for scientific, educational, and recreational use, provided the public access trails are carefully sited, sensitive habitats and species are protected, and hydrologic continuity is maintained (EVP 6.8)	✓			✓	✓			
NE-38	Protect areas of native vegetation that connect wetland systems, preferably through incentives and appropriate non-regulatory mechanisms (EVP 6.9)	✓				✓			
NE-39	Employ mitigation proposals to ensure no net loss of wetland functions due to development, finding ways to replace or enhance any lost functions within drainage basin, locating mitigation sites strategically to avoid habitat fragmentation (EVP 6.10)	✓				✓			
NE-40	Use mitigation projects to contribute to an existing wetland system or restore an area that was historically a wetland, with restoration or enhancement of an existing degraded wetland resulting in a net improvement to the functions of the wetland system (EVP 6.11)	✓				✓			
NE-41	Use flexible wetland mitigation requirements to allow for protection of systems or corridors of connected wetlands, achieving greater resource protection and reducing isolation and fragmentation of wetland habitat (EVP 6.13)	✓				✓			
Floodplains									
NE-42	Any floodplain land use and floodplain management activities shall be carried out in accordance with applicable flood hazard reduction plans (EVP 7.1)	✓				✓			
Vegetation									
NE-43	Promote and support a systematic approach to enhancing the City through carefully-planned plantings and ongoing maintenance of street trees, public landscaping, and public greenbelts (EVP 9.1)	✓		✓	✓	✓			
NE-44	Require protection of valuable vegetation, when possible, during all phases of land-use development, requiring an appropriate amount of landscaping to replace trees, shrubs, and ground cover removed during development (EVP 9.2)	✓		✓		✓			

NE-45	Establish protected and recorded greenbelts to preserve existing natural vegetation on steep hillsides, along stream banks and other habitat areas, and where visual buffers between uses or activities are desirable (EVP 9.3)	✓				✓			
NE-46	Utilize regulations, incentives and non-regulatory means to preserve, replace, or enhance native vegetation that contributes to the City's scenic beauty (EVP 9.4)	✓				✓			
NE-47	Actively encourage the use of environmentally safe methods of vegetation control (EVP 9.6)	✓				✓			
NE-48	Encourage the use of native plants in landscaping requirements, development proposals, and erosion control projects, and in the restoration of stream banks, lakes, shorelines, and wetlands (EVP 9.5, EVP 9.7)	✓		✓		✓			
NE-49	Within the Hawk Property Subarea, minimize tree removal in critical areas and their buffers for the purposes of trails, utility corridors, and similar infrastructure. Apply mitigation sequencing and critical area regulation standards (EVP 9.9)	✓		✓		✓			
Geologic Hazard Areas									
NE-50	Decrease development intensity, site coverage, and vegetation removal as slope increases in order to minimize drainage problems, soil erosion, siltation, and landslides, with slopes of 40 percent or more should be retained in a natural state, free of structures and other land surface modifications (EVP 11.2)	✓		✓		✓			
NE-51	Incorporate erosion control BMPs and other development controls as necessary to reduce sediment discharge from grading and construction activities to minimal levels (EVP 11.3)	✓		✓		✓			
NE-52	Minimize soil disturbance and maximize retention and replacement of native vegetative cover for any land uses permitted in Erosion and Landslide Hazard Areas (EVP11.4)	✓		✓		✓			
NE-53	Encourage special building design and construction measures in areas with severe seismic hazards to minimize the risk of structural damage, fire, and injury to occupants during a seismic event and to prevent post-seismic collapse (EVP 11.6)	✓		✓		✓			
Air Quality									
NE-54	Support regional efforts to improve outdoor and indoor air quality (EVP 12.1)					✓			
NE-55	Reduce air pollution associated with land uses by: <ul style="list-style-type: none"> • Requiring measures to minimize particulate emissions, associated with land clearing and construction activities • Limiting the amount of aerial spraying, • Promoting the use of clean-burning fuel, • Encouraging the property use of wood stoves and 	✓				✓			

	fireplaces, and <ul style="list-style-type: none"> Promoting land use patterns and public facility siting that reduce the quantity and length of single-occupancy vehicle trips. (EVP 12.2) 								
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Related Goals and Policies

Appendix A lists all plan goals and policies, identifying the interrelationships between them and all of the other plan elements. Goals and policies listed in this chapter may have implications on other planning topics. Likewise, goals and policies from other chapter may have implications on Covington’s natural environment policy. The complete listing will help ensure overall consistency between elements and aid staff, local officials and the larger community as they consult this plan for comprehensive policy guidance.

Implementation Actions

7. Capital Facilities and Utilities

What you will find in this chapter

This natural environment element underscores the importance of the natural environment in Covington’s planning. This chapter includes:

- A description of Covington’s natural environment issues, identifying how the natural systems define and influence the community’s larger planning parameters.
- A discussion of the goals, policies, and implementation actions that reflect the plan’s vision, building on a variety of statewide, regional and local planning documents and processes.
- Goals, policies and implementation action items to ensure the systems and qualities of the natural environment are considered in the City’s long-range planning and day-to-day activities.

Purpose

The natural environment element recognizes that the environment in which Covington is set is part of a larger regional system and is crucial to establishing and sustaining the quality of life Covington’s residents cherish.

Issues

Provision of capital facilities and utilities relates directly to Covington’s quality of life, requiring close and effective collaboration between the City and its service providers to respond to shifts in demand and provide services when and where they are needed. (CFG 1.0, UTG 2.0, UTG 3.0, UTG 4.0, UTG 5.0, UTG 6.0, UTP 7.1)

Covington depends on private utilities to provide water, wastewater, power, telecommunications, and solid waste disposal services. Soos Creek Water and Sewer District (SCWSD) and Covington Water District (CWD) provide water and wastewater services, and both maintain excellent working relationships with the City, sharing comprehensive system plans, cooperating in development review processes and coordinating system investments to coincide with City improvements to streets and storm water facilities. The City’s long-range development plans inform the utility master plans. For example, planned development in the Town Center will be accommodated by current SCWSD work to upgrade its sewer transmission facilities in the area. That particular project required significant District investment, and the District responded as an active partner in the vision for the Town Center’s future.

Figure 7.01 – Soos Creek District lift station construction (photo)

The various system plans and the City’s comprehensive plan are coordinated, but they still require active participation among the various players to ensure projects are prioritized and executed to meet strategic objectives, fit within fiscal constraints, and satisfy community demand. This plan updates continues to provide policy support for the City to actively engage with its various public services providers.

It is important that levels of service for Covington’s population be consistent from one area to another. (CFG 3.0)

Covington residents enjoy a high standard of living, but there are some inequalities in utility service delivery that may need to be addressed during the course of this plan’s implementation. Some of Covington remains without sewer, relying on septic systems for wastewater disposal. Increasing development intensity at Town Center and the Hawk Property Subarea will also increase utility services demand, requiring targeted investment in the public services that will support the lifestyles described for those areas. The City is working with the utility providers and with project developers to establish financing strategies and construction timelines to ensure services are available to meet demand. Still, providing consistent, reliable and uniform levels of service across the entire city is important to ensure that all of Covington’s residents are fully satisfied with the services they receive.

Figure 7.02 – Sewer service areas

Efficient services provision requires effective regional cooperation and, in some instances, interoperability between systems. (CFG 4.0, CFG 5.0)

In many cases the City of Covington is a facilitator, working with a network of public services providers to ensure residents, employers and community institutions all receive the services they need. Any new development must navigate a system of service providers to obtain approvals, and it is the City's role to act as clearinghouse and project manager. In addition, the City is responsible for streets and stormwater services. These projects frequently require direct City involvement with other service providers to ensure the public rights of way are design, constructed and managed in a way that is consistent with the needs of other public service providers.

Goals

Goal		Influencing decisions on:							
		Land use	Housing	Transportation	PROS	Natural environment	Capital facilities & utilities	Economic development	Shorelines
CF-A	Provide public and private utility services and facilities that enhance the Covington community's quality of life, address past deficiencies, and meet current and future demands in a safe, reliable, efficient, and fiscally and environmentally responsible manner. (CFG 1.0, UTG 2.0, UTG 3.0, UTG 4.0, UTG 5.0, UTG 6.0, UTP 7.1)	✓		✓	✓		✓	✓	
CF-B	Provide capital facilities and utilities that meet acceptable levels of service and guidelines, and support and anticipate demand from new and existing development without compromising public health and safety. (CFG 3.0)	✓		✓	✓		✓	✓	
CF-C	Provide coordinated projects and services among the City, private utilities and contracted service providers to take advantage of opportunities to accomplish multiple purposes and functions when maintaining, installing and building new infrastructure and facilities. (CFG 4.0, CFG 5.0)	✓		✓	✓		✓		

Policies

Policy		Influencing decisions on:							
		Land use	Housing	Transportation	PROS	Natural environment	Capital facilities & utilities	Economic development	Shorelines
Coordination									
CF-1	Coordinate with service providers and utilities to provide reliable and cost-effective services to the public based on the city's anticipated and planned for growth	✓					✓		
CF-2	Encourage utilities and service providers to consolidate facilities, use existing facilities, construct within existing transportation and utilities corridors and to minimize visual impacts of new and expanded facilities where technically feasible.			✓			✓		
CF-3	Encourage public and private community service providers to share or reuse facilities when appropriate, to reduce costs, conserve land, and provide convenience and amenities for the public. Encourage joint siting and shared use of facilities for schools, community centers, health facilities cultural and entertainment facilities, public safety/public works, libraries, swimming pools and other social and recreational facilities. [CFP 1.9]	✓			✓		✓		
CF-4	Sufficient system capacity for surface water, water, sewer and transportation is required prior to approval of any new development. New development must pass concurrency tests before development may be permitted. [rewording of CPF3.1]	✓		✓			✓		
CF-5	Require private utilities and service providers working within the city limits to obtain franchise or other agreements with the city that includes service levels and requirements meeting anticipated growth and demand as well as other local, state and federal regulations. [rewording of UTP 1.2 & 1.3]						✓		
CF-6	Capital improvements shall be coordinated, whenever feasible, with related improvements by adjacent jurisdictions. [rewording of UTP 1.8 & 1.10 & 1.16]						✓		
CF-7	Attend regular meetings with local utility and service providers to maintain ongoing coordination between agencies. [reworded CFP3.3]						✓		
CF-8	Coordinate street re-paving efforts with utility providers to prevent excavation of newly paved street and trail surfaces by prohibiting excavation of new pavement for utility projects for a period of the first 5 years after new paving. [minor edit of UTP 1.15]			✓			✓		

CF-9	When infrastructure projects are proposed within city right-of-way, the city should assist in the coordination between communication providers to ensure that all interested parties are given the opportunity to install facilities in common trenches. [UTP 7.11]			✓			✓		
CF-10	Coordinate with natural gas providers, with transmission pipelines within the city to address pipeline safety and natural disaster emergency response issues. [minor edit to UTP 1.18]						✓		
CF-11	Coordinate with other public entities, which provide services within the city's urban growth area. [rewording of CFP 4.1]	✓					✓		
Funding, Financial Planning & Maintenance									
CF-12	Aggressively pursue funding from all levels of government and private agencies to accomplish the city's capital investment program while optimizing resources. [CFP 5.4]						✓		
CF-13	Non-transportation capital projects and improvements (e.g. parks, trails, city offices) shall be funded by general revenues, impact fees, grants or bonds as determined in the annual Capital Facility Plan				✓		✓		
CF-14	When planning, developing and administering the city's capital investment program, the city will give primary consideration to how the public's health, safety and welfare will benefit. The city should schedule and phase infrastructure that supports the planned for and expected growth and development. [rewording of CFP1.1]						✓		
CF-15	Prepare and adopt a six year Capital Facilities Plan (CFP) annually and include reviews of forecasts and actual growth, revenue and costs totals based on adopted level of service standards, and the means and timing by which identified deficiencies will be corrected. [rewording & combining of CFP1.5 & 1.6]						✓		
CF-16	Maintain and update annually an inventory of existing capital facilities owned by the city. [rewording of CFP1.3]						✓		
CF-17	Impose impact fees on new development so that "growth may pay for growth" only when associated growth-caused improvements are reasonably related to the new development and fees should not exceed a roughly proportionate share of the costs of system improvements. [rewording of CFP 5.2]	✓					✓		
CF-18	Once established impact fees shall be adjusted periodically based upon an appropriate study or other relevant data, to ensure that the fees reflect the cost of planned system improvements related to growth and shall be subject to city council approval.	✓					✓		
Capital Improvements Planning & Construction									
CF-19	The City shall recognize and provide for multiple purposes and functions in all city facilities and where possible, incorporate the needs of the individual with the design, when feasible			✓	✓		✓		

CF-20	Capital investments shall focus on creating a connected, dynamic urban environment	✓		✓	✓		✓		
CF-21	Minimize the cost of maintaining, operation and other life cycle costs in the design and funding for any capital facility			✓	✓		✓		
CF-22	Minimize future energy usage and carbon emissions from street lighting through the implementation of an economically viable street lighting program that will achieve energy and cost savings			✓			✓		

Conservation & Environmental Sustainability

CF-23	Make conservation an integral part of the city's operations and management						✓		
CF-24	Encourage and support conservation strategies aimed at reducing average annual and peak day water use [UTP 2.4]						✓		
CF-25	Reduce the solid waste stream and support reuse and recycling. Move toward mandatory curbside collection of solid waste including recyclables and yard waste. [see UTP 5.1]						✓		
CF-26	Coordinate water quality improvement efforts with adjoining jurisdictions whose surface waters flow into or thorough the city. [reworded UTG 4.0]					✓	✓		
CF-27	Apply the adopted surface water design manual as the minimum requirement for all development projects and other actions that could cause or worsen flooding, erosion, water quality and habitat problems for both upstream and downstream development. (replace UTP 4.8]	✓		✓		✓	✓		
CF-28	Encourage the retention and planting of vegetation for their beneficial effects on surface water runoff, including flow attenuation, water quality enhancement and temperature reduction.	✓		✓	✓	✓	✓		
CF-29	Construction, maintenance and retrofits of capital facilities and other capital investments should support conservation of resources, such as water reuse and installation of energy-efficient electric fixtures.			✓	✓	✓	✓		
CF-30	The design and location of infrastructure improvements shall consider the impact of climate change, natural hazards, seismic occurrence and the ability to serve the community in the event of a natural disaster			✓	✓	✓	✓		
CF-31	Promote energy efficiency, conservation methods, and utilize sustainable energy sources in city operations to support climate change reduction goals for the region					✓	✓		

Contracted City Services & Non-City Managed Utilities

CF-32	Require new development to obtain a letter of water and sewer availability and adequate fire flow prior to submitting a development application.[rewording of UTP2.1]	✓					✓		
CF-33	Encourage the hookup to a public water system for those properties on existing private well systems. [UTP 2.2]	✓					✓		

CF-34	Encourage conversion from on-site wastewater disposal systems as sewer lines become available. [UTP 3.1]	✓					✓		
CF-35	All new electrical and communication facilities shall be constructed underground unless specifically exempted as provided for in the Covington Municipal Code	✓					✓		
CF-36	Require utility providers to design, locate and construct facilities within public owned properties and rights-of-way when possible to reasonably minimize significant, individual and cumulative adverse impacts to the environment and to protect critical areas. [reworded UTP1.12]	✓		✓			✓		
CF-37	Ensure that development regulations are consistent with and do not otherwise impair private utilities from fulfilling public service and other obligation imposed by state and federal laws	✓					✓		
CF-38	Support the availability of telecommunications infrastructure to service growth and development in a manner consistent with the anticipated land use pattern while minimizing the visual and environmental impacts on the community	✓					✓		
CF-39	Ensure that utility providers limit disturbance of vegetation within major electrical utility transmission corridors to that necessary for safety and maintenance of transmission lines, and adhere to all applicable city regulations including planting of vegetation compatible with utility lines. [reworded UtP6.6]	✓				✓	✓		
CF-40	Support and participate in the long term planning of water, sewer, electrical and communication facilities that provide for uninterrupted service during natural disasters. [reworded and expanded UTP 7.4]	✓					✓		
CF-41	When utilities are being installed on public property the city should evaluate whether spare conduit for future city telecommunications use should be installed at the same time. (see UTP 7.9 & 7.10)	✓		✓	✓		✓		

Related Goals and Policies

Appendix A lists all plan goals and policies, identifying the interrelationships between them and all of the other plan elements. Goals and policies listed in this chapter may have implications on other planning topics. Likewise, goals and policies from other chapter may have implications on Covington’s capital facilities and utilities policy. The complete listing will help ensure overall consistency between elements and aid staff, local officials and the larger community as they consult this plan for comprehensive policy guidance.

Implementation Actions

8. Economic Development

What you will find in this chapter

This economic development element provides the policy direction for Covington’s economic development efforts. This chapter includes:

- A description of Covington’s economic issues identifying local challenges.
- Goals, policies and implementation action items to provide direction for Covington’s economic development efforts.

Purpose

The economic development element provides the larger economic development strategy for Covington. This element is closely related to a number of other elements, such as land use and capital facilities. A broad strategic direction is important to coordinating the various economic development planning, and capital facility efforts and investments the City of Covington is undertaking.

Issues

Covington’s economy may need to become more diversified to adapt to future conditions and to maintain economic opportunities over the long-term. (Goal 48)

The Great Recession had less of an impact on Covington than it had on other suburban communities, largely because Covington’s retail sector serves a large portion of southeastern King County. Revenues from sales taxes remained relatively consistent, and the City was able to make targeted budget cuts to scale services without sacrificing the community’s quality of life.

Figure 8.01 – Costco

Covington’s workforce also earns relatively high incomes given the community’s relatively low levels of educational attainment. And almost all of Covington’s working residents leave Covington for their jobs, traveling alone in their cars for more than 30 minutes each way. The manufacturing sector is a primary occupation, where specialized skills and high salaries do not necessarily require advanced degrees.

Table 8.01 – Demographic snapshot

Those who work in Covington generally come from someplace else, indicating that there is a gulf between what housing costs in Covington and what jobs in Covington pay.

Table 8.02 – Where Covington’s Residents Work (2011)

City or Designated Place	Count	Share
Seattle city, WA	1,637	18.5%
Kent city, WA	1,259	14.3%
Renton city, WA	757	8.6%
Bellevue city, WA	627	7.1%
Auburn city, WA	494	5.6%
Tukwila city, WA	407	4.6%
Tacoma city, WA	338	3.8%

Redmond city, WA	286	3.2%
Everett city, WA	246	2.8%
Issaquah city, WA	239	2.7%
All Other Locations	2,536	28.7%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2011). <http://onthemap.ces.census.gov/>

Covington is a prosperous community. But its economy is not necessarily diverse, relying on a robust Puget Sound manufacturing/industrial sector and the sales taxes generated by a retail sector that serves a large market transcending the community’s boundaries. If either of those conditions change, Covington could be vulnerable.

Figure 8.02 – Occupation by sector graphic

This plan update incorporates the economic development policies adopted as part of the community’s economic development plan, but it proposes adjustments to help diversify the local economy. Some of those adjustments already appear in the community’s adopted Town Center and Hawk Property Subarea plans, focusing on an increase in the professional office sector, enlarging the retail sector, and providing opportunities for other types of local employment. The policy direction in this plan update is to reinforce the community’s resilience to changing conditions, encouraging increased access to education, creative entrepreneurship and continued investment in those elements that make Covington a unique community in which to live.

Increased local spending will be important to sustain and grow local commercial activity. (Goal 49)

The retail sector is a large source of tax revenues and employment for Covington. Much of Covington’s retail sector is dedicated to serving a larger, regional market. Covington’s residents, however, are the retail sector’s staple. Increasing local spending from local residents will increase local commerce, generating more local sales tax and helping the community become less dependent on attracting shoppers from elsewhere. While Covington’s position as a regional retail center will likely remain, it is also likely that the size of the regional market will draw competition. Maple Valley’s Four Corners commercial center is now under development, and it may be in a position to intercept shoppers from the southeast King County area Covington now serves.

Figure 8.03 – Town Center plan

Increasing local spending can result from increasing local disposable income, which can be achieved through increasing household incomes and/or reducing household spending, and/or increasing the total number of households in the City. The extent to which Covington can directly influence local disposable income is limited. It can indirectly help to reduce household spending by supporting more affordable housing choices and by creating land use patterns that help to reduce household transportation costs. The City can support increase the number of households by increasing the intensity of residential development within the city limits. Both of these strategies are incorporated in the Town Center and Hawk Property Subarea plans, and this plan update incorporates them into this element’s policy direction.

The City of Covington, its public agency partners, community residents, and local business owners must build up their capacity to match the community’s economic growth and complexity. (Goal 50)

The City’s economic development plan calls for increases in City efficiency, particularly with respect to facilitating economic development and reviewing and processing development applications. The City has responded by beating every permit timeline requirement and by ensuring interdepartmental communication is efficient. This plan update recognizes the high-level functioning of City operations and encourages that the community become engaged to ensure it is sustainable. Community engagement will

encourage continued City responsiveness, generate new leaders and build closer relationships between residents, the business community and local government.

Figure 8.04 – Public workshop

Even when it reaches its build-out potential of more than 20,000 residents, Covington will be a small town. Its corps of volunteers, grass-roots community leaders and City officials will guide community discussion, shape public policy and be directly accountable for the actions they take. These individuals will be relied upon by the larger community to keep things running smoothly, to facilitate economic development, and assure the City’s fiscal sustainability. Actively building local capacity, recruiting, training and welcoming community leaders, and providing an appropriate environment for them in which to operate will be critical to maintaining a responsive City government.

(Insert paragraph about local debt capacity and opportunities for leveraging public investment.)

Covington’s position as an attractive community relies on continued provision of high-quality services and effective public investment. (Goal 51)

Covington has been a rapidly growing “bedroom” community because it has been a desirable residential community with affordable housing and high-quality public services, such as parks and open space and good school. Being a desirable residential community has been a strength for Covington, and the City should position itself to build off that strength while meeting future needs. However, many of the large, greenfield development opportunities in the city have already occurred or are in the process of being planned and developed. As a result, the lower density growth pattern Covington experience over the last couple decades will likely not be its future growth pattern.

To maintain the quality of life that make Covington a desirable place to live City while pivoting to new higher intensity land use pattern, will require the City to prioritize infrastructure investments, find ways to provide services more efficiently, and continue to grow (especially in the Downtown and in Hawk Property) to support the City’s tax base.

Fiscal balance is a challenge for local government, and Covington is no exception. (Goal 52)

Maintaining high-quality public services and supporting necessary redevelopment within the City will necessitates increasing service and infrastructure costs. These costs will strain the City’s already strained budget. At the same time, there is limited ability for tax revenues to keep pace with increasing financial needs. These revenue limitations are primarily due to the 1% limit on property tax revenue increases and increased competition for retail spending potentially reducing sales tax revenues the City has relied on in the past.

Goals

Goal		Influencing decisions on:							
		Land use	Housing	Transportation	PROS	Natural environment	Capital facilities & utilities	Economic development	Shorelines
ED-A	Grow local employment targeted to those business sectors suited to Covington’s resident population, that offer higher wages and expand the availability of local services (EDG 2.0, EDG 3.0, EDG 6.0)	✓						✓	
ED-B	Support local commercial activity and spending power in the community by through increasing household disposable incomes and continued population growth within the city. (EDG 4.0, EDG 5.0, EDG 6.0, EDG 7.0, EDG 9.0)	✓						✓	
ED-C	Build and demonstrate local capacity to support development activity, including a responsive service culture, proactive problem solving, and strategic investment in transportation, utility and telecommunications infrastructure (EDG 1.0)	✓						✓	
ED-D	Build on the City’s existing assets and growth to continue be a desirable place to live, shop and play by continuing to provide high quality services (including schools, safety, and recreation) and making strategic investments in infrastructure. (EDG 2.0, EDG 4.0, EDG 5.0, EDG 8.0, EDG 9.0)	✓		✓	✓		✓	✓	
ED-E	Grow the City’s tax base, prioritize investments, and efficiently provide city services (EDG 1.0)	✓		✓	✓		✓	✓	

Policies

Policy	Influencing decisions on:								
		Land use	Housing	Transportation	PROS	Natural environment	Capital facilities & utilities	Economic development	Shorelines
Economic Balance									
ED-1	Partner with regional and state organizations for economic development initiatives of mutual interest (EDP 2.7)							✓	
ED-2	Consider a variety of approaches to achieving a diverse local economy, including, but not limited to: <ul style="list-style-type: none"> • Business retention and expansion • Business attraction and diversification including entrepreneurship and small business development, and • Developing and maintaining effective public-private partnerships (EDP 3.1) 							✓	
ED-3	Actively market the community by identifying areas for development and target new or expanding businesses for which there is clear opportunity to locate and invest in Covington (EDP 3.3)	✓						✓	
ED-4	Strengthen Covington’s position as the center of a regional trade area serving Covington and nearby communities readily accessed from the State Route 18 and State Route 516 highway corridors (EDP 5.1)	✓		✓				✓	
ED-5	Facilitate continuing education and skill development for residents							✓	
ED-6	Encourage regional commercial and employment uses along major transportation corridors to strengthen Covington’s economic position within the region (EDP5.8)	✓		✓				✓	
ED-7	Facilitate development of lodging, meeting, event and entertainment venues meeting both resident and visitor needs (EDP 5.5)	✓						✓	
ED-8	Foster a business climate and site options supporting large employers offering high-wage jobs together with small business and entrepreneurial start-ups (EDP 6.6)	✓						✓	
ED-9	Encourage location of higher wage employment- intensive uses to complement downtown area and other mixed-use development in Covington (EDP 6.5)	✓						✓	

Disposable Income Growth & Local Spending								
ED-10	Prioritize economic development assistance and incentives to businesses and development projects providing opportunity for higher wages (EDP 2.5)							✓
ED-11	Facilitate commute trip reduction by providing more jobs locally for Covington residents (EDP 2.6)	✓		✓				✓
ED-12	Encourage residential and other forms of mixed use development in commercial zones to reduce vehicular traffic, provide for shared parking including eventual transition to structured parking at high demand locations, and maintain development capacity for active ground level commercial use (EDP 5.6)	✓	✓	✓				✓
ED-13	Secure options for transit service, ride sharing, pedestrian-friendly development and other means to reduce the need for vehicular travel and reduce transportation costs (EDP 5.7 reworded)	✓		✓				✓
ED-14	Ensure enough capacity for more housing units to be developed and housing costs to stay affordable	✓	✓					✓
Local Capacity								
ED-15	Review development regulations and processes to assure competitiveness with other selected Puget Sound jurisdictions and to suggest options for continued cost-effective public service enhancements (EDP 1.7)	✓						✓
ED-16	Maintain development regulations that are predictable and that balance cost impact with public benefit (EDP 1.2)	✓		✓				✓
ED-17	Support an economic development effort over time with adequate budgets and staffing to insure that it has an appropriate capacity to address economic development threats and opportunities (EDP 3.2)							✓
Quality of Life/Complete Community								
ED-18	Establish and maintain positive and proactive inter-jurisdictional relationships with outside service providers such as water, sewer, gas, electric, fire, phone and cable entities throughout the permitting process EDP 1.5)	✓		✓			✓	✓
ED-19	Develop downtown, neighborhood, community and regional commercial uses with coordinated provision of: <ul style="list-style-type: none"> • Adequate transportation, pedestrian and utility infrastructure, • Development and design standards to encourage other mixed use, commercial and residential developments that complement but do not unduly compete with realization of the downtown vision; and • Allow for open space and parks (EDP 5.2) 	✓		✓	✓		✓	✓

ED-21	Seek cost-effective, innovative, and state of the art solutions for utility and telecommunications infrastructure (EDP 8.5)								✓
ED-22	Encourage community policing and other business and neighborhood community watch programs to improve public safety for both businesses and residences (EDP 1.6)								✓
Fiscal Sustainability									
ED-23	Facilitate economic development that, on balance, provides positive net revenue to the City of Covington in the short and long term (EDP 8.1)	✓							✓
ED-24	Assure that new development is a fiscal benefit except in instances where clear public policy supports additional public investment (EDP 8.2)	✓					✓	✓	
ED-25	Draw on outside regional, state and federal and private/non-profit resources to assist in meeting community infrastructure and public service needs associated with economic development (EDP 8.3)						✓	✓	
ED-26	Encourage a public-private partnership for town center development with proactive tools and incentives to leverage the desired mix of private and public uses with a net long-term economic and financial benefit to the City at the lowest public outlay possible (EDP 4.2)	✓	✓	✓	✓		✓	✓	

Related Goals and Policies

Appendix A lists all plan goals and policies, identifying the interrelationships between them and all of the other plan elements. Goals and policies listed in this chapter may have implications on other planning topics. Likewise, goals and policies from other chapter may have implications on Covington’s natural environment policy. The complete listing will help ensure overall consistency between elements and aid staff, local officials and the larger community as they consult this plan for comprehensive policy guidance.

Implementation Actions

9. Shorelines

What you will find in this chapter

This natural environment element underscores the importance of the natural environment in Covington’s planning. This chapter includes:

- A description of Covington’s natural environment issues, identifying how the natural systems define and influence the community’s larger planning parameters.
- A discussion of the goals, policies, and implementation actions that reflect the plan’s vision, building on a variety of statewide, regional and local planning documents and processes.
- Goals, policies and implementation action items to ensure the systems and qualities of the natural environment are considered in the City’s long-range planning and day-to-day activities.

Purpose

The natural environment element recognizes that the environment in which Covington is set is part of a larger regional system and is crucial to establishing and sustaining the quality of life Covington’s residents cherish.

Issues

Shoreline functions and values are an essential contributor to Covington’s livability and regional ecosystems. (Goal 53)

Covington’s shorelines are not extensive, but they are important in both the local and regional context. Jenkins and Soos creeks define locally-important watercourses and related riparian environments, providing immediate access within Covington’s urban context. And they contribute to regional fish habitat, with upstream shoreline jurisdiction just beginning for both these waterways in Covington. From an ecological perspective, trends set high in a drainage area contribute significantly to a stream’s function and values, making the reaches in Covington of particular importance.

Protection of shoreline resources requires City action and management. (Goal 54)

While the Washington Department of Ecology is the agency in charge of regulating impacts to the state’s waters, the actual responsibility of implementing and enforcing the regulations falls to the local jurisdiction. Covington adopted its Shoreline Master Program in accordance with the Shoreline Management Act, establishing goals, policies and regulations to guide its actions and regulate uses within the shoreline environments.

Figure 9.01 – Shorelines map

Public access to shoreline areas is limited in Covington because of private property ownership. (Goal 55)

Covington’s shoreline areas are almost exclusively bordered by private property. There are areas, however, that are potentially accessible to the public, such as near roadway crossings and adjacent to parkland. Covington’s shoreline policies call for increasing public access to its waterways, and the City is planning projects to do exactly that. The proposed Jenkins Creek Bridge project will enhance the shoreline environment at its crossing with Kent-Kangley Road and accommodate a public trail alongside it. The Town Center project also will seek out opportunities to increase access to the creek, planning public open space on the east side of Wax Road directly across from the Town Center’s primary public open space.

Goals

Goal		Influencing decisions on:							
		Land use	Housing	Transportation	PROS	Natural environment	Capital facilities & utilities	Economic development	Shorelines
SMP-A	Assure no net loss of ecological functions necessary to sustain shoreline natural resources within the Covington SMA in the application of master program policies and regulations to all uses and related modifications (SMPG 1.0)	✓							✓
SMP-B	Preserve, protect, and restore to the greatest extent feasible the natural resources of the shoreline, including but not limited to scenic vistas, aesthetics, and vital riparian areas for wildlife protection (SMPG 2.0)	✓							✓
SMP-C	Increase the amount and diversity of public access to the shoreline, and preserve and enhance views of the shoreline, consistent with the natural shoreline character, private rights and public safety (SMPG 3.0)	✓		✓	✓		✓		✓

Policies

Policy		Influencing decisions on:							
		Land use	Housing	Transportation	PROS	Natural environment	Capital facilities & utilities	Economic development	Shorelines
Shoreline Uses & Modifications									
SMP-1	Design all development and redevelopment activities within the City's shoreline jurisdiction to ensure public safety, enhance public access, protect existing shoreline and water views and achieve no net loss of shoreline ecological functions (SMPP 1.1)	✓			✓	✓			✓
SMP-2	Give preference to water oriented uses over non-water oriented uses	✓							✓
SMP-3	Design new residential development to protect existing shoreline water views, promote public safety, and avoid adverse impacts to shoreline habitats	✓				✓			✓
SMP-4	Recognize the single purpose, irreversible and space consumptive nature of shoreline residential development, with new development providing adequate setbacks and natural buffers from the water and ample open space among structures to protect natural features, preserve views and minimize use conflict	✓				✓			✓
SMP-5	Make proposed economic use of the shoreline consistent with Covington's Comprehensive Plan. Conversely, upland uses on adjacent lands outside of immediate SMA jurisdiction (in accordance with RCW 90.58.340) should be consistent with the purpose and intent of this master program as they affect the shoreline	✓						✓	✓
SMP-6	Avoid road and bridge construction or expansion in the shoreline jurisdiction, unless necessary to serve a permitted shoreline use or found to be within the public interest			✓		✓			✓
SMP-7	Minimize new stream crossings associated with transportation. Where necessary, culverts or bridges should be designed to provide for stream functions such as fish passage and accommodate the flow of water, sediment and woody debris during storm events			✓		✓			✓
SMP-8	Discourage new primary utilities in the SMA jurisdiction, utilizing existing transportation and utility sites, rights-of-way and corridors whenever possible. Joint use of rights-of-way and corridors should be encouraged					✓	✓		✓
SMP-9	Encourage Low Impact Development (LID) and "Green Building" practices, such as those promulgated under the Leadership in Energy and Environmental Design (LEED) and Green Built programs and – in some cases – require	✓		✓		✓	✓		✓

	them for new development within the shoreline jurisdiction								
SMP-10	Permit shoreline stabilization only when it has been demonstrated that shoreline stabilization is necessary for the protection of existing legally established structures and public improvements, and that there are no other feasible options to the proposed shoreline stabilization that have less impact on the shoreline environment	✓				✓			✓
SMP-11	Restrict new piers and to the minimum size necessary and permitted only when the applicant has demonstrated that a specific need exists to support the intended water-dependent use					✓			✓
Shoreline Conservation									
SMP-12	Protect shoreline process and ecological functions through regulatory and nonregulatory means that may include acquisition of key properties, conservation easements, regulation of development within the shoreline jurisdiction, and incentives to encourage ecologically sound design (SMPP 2.1)	✓				✓			✓
SMP-13	Reclaim and restore areas, which are biologically and aesthetically degraded to the greatest extent feasible while maintaining appropriate use of the shoreline	✓				✓			✓
SMP-14	Preserve and enhance vegetation along shorelines to protect and restore the ecological functions and ecosystem-wide processes performed by upland and aquatic vegetation. Native plant communities within the shoreline environment should be protected and maintained. All clearing and grading activities should be designed and conducted to avoid and minimize impacts to wildlife habitat; sedimentation of creeks, streams, ponds, lakes, wetlands and other water bodies; soil hydrology and water quality	✓				✓			✓
SMP-15	Locate, design, construct and maintain all shoreline uses and activities to minimize adverse impacts to water quality and fish and wildlife resources including spawning, nesting, rearing, and feeding areas and migratory routes	✓				✓			✓
SMP-16	Identify, protect, preserve and restore important archaeological, historical and cultural sites located in shoreline jurisdiction of Covington for their educational and scientific value, as well as for the recreational enjoyment of the general public	✓						✓	✓
Public Access & Recreation									
SMP-17	Ensure new public access does not adversely affect the integrity and character of the shoreline, or threaten fragile shoreline ecosystems by locating new access points on the least sensitive portion of the site and providing mitigation so there is no net loss of shoreline function (SMPP 3.1)			✓	✓	✓			✓
SMP-18	Require public access provisions for all shoreline development and uses, except for water dependent uses, existing single-family dwellings, and new individual single-family residences not part of a development planned for more than four parcels (SMPP 3.2)	✓		✓	✓	✓			✓

SMP-19	Emphasize water oriented uses in recreational facilities in the shoreline jurisdiction (SMPP 3.3)	✓			✓				✓
SMP-20	Ensure continued recreational use of Camp McCullough on Pipe Lake and consider possible future public access through an agreement, easement, or acquisition in the event of future development and conversion to a nonrecreational use (SMPP 3.5)				✓		✓		✓
SMP-21	Provide and enhance shoreline access to Jenkins Creek and Big Soos Creek through fee simple acquisition, easements, signage of public access points, and designation and design of specific shoreline access areas for wildlife viewing (SMPP 3.6)	✓		✓	✓	✓	✓		✓

Related Goals and Policies

Appendix A lists all plan goals and policies, identifying the interrelationships between them and all of the other plan elements. Goals and policies listed in this chapter may have implications on other planning topics. Likewise, goals and policies from other chapter may have implications on Covington’s shorelines policy. The complete listing will help ensure overall consistency between elements and aid staff, local officials and the larger community as they consult this plan for comprehensive policy guidance.

Implementation Actions

Appendix A – Policy Framework

This policy framework assembles in one place all of the goals and policies included in the individual elements. This compilation – and the element-by-element reference for relevance – will assist plan users as they consider the plan’s comprehensive guidance in decision-making. It emphasizes the plan’s interrelationships and interdependence between topical elements.

Goal		Influencing decisions on:							
		Land use	Housing	Transportation	PROS	Natural environment	Capital facilities & utilities	Economic development	Shorelines
LU-A	Achieve a development pattern and land use designations consistent with the vision, minimizing sprawl, protecting critical areas, enhancing quality of life for all residents, minimizing exposure to natural hazards, providing services conveniently to neighborhoods, and supporting a healthy economy and job growth (LNG 1.0, LNG 11.0, NHG 1.0)	✓	✓	✓	✓	✓	✓	✓	✓
LU-B	Make a downtown that is a diverse and vibrant residential, commercial, civic, social and cultural gathering place and that is safe, pedestrian friendly, well designed and well maintained, encouraging residents to live, work, shop, gather for community events, walk and bicycle in the downtown, with the Town Center featuring a walkable, pedestrian-scale, mixed-use development pattern emphasizing the public realm at the heart of downtown ((DTG 1.0, LNG 10.0)	✓	✓	✓	✓		✓	✓	✓
LU-C	Create a new urban village in the Hawk Property Subarea that is safe, vibrant and well-planned commercial and residential center offering opportunities to live, shop, and recreate in proximity to regional commercial and park and green space facilities (LNG 19.0)	✓	✓	✓	✓		✓	✓	
LU-D	Provide opportunities for a variety of housing types, options, affordability levels, and densities (LNG 80, LNP 8.1, HGG 2.0)	✓	✓				✓	✓	
LU-E	Involve the community in all planning processes; respect property rights, and review permit applications fairly, openly and in accordance with public health, safety and general welfare (LNG 5.0, LNG 3.0, LNG 4.0, PRG 1.0)	✓		✓	✓		✓	✓	✓
LU-F	Preserve significant historic and archaeological resources for the enrichment of future generations (LNG 6.0)	✓		✓	✓		✓		
LU-G	Attain high-quality design for all public uses, commercial projects, multi-family residential housing, and mixed-use development (LNG 14.0)	✓	✓		✓		✓	✓	
LU-H	Access mineral resources and facilitate effective site reclamation and enhancement while maintaining environmental quality and minimizing impacts (LNG 15.0)	✓				✓		✓	

LU-I	Prioritize, coordinate, plan, expand and site essential public facilities through an interjurisdictional process to minimize negative impact on Covington and maximize economic benefit (LNG 17.0)	✓		✓			✓	✓	
HO-A	Be a healthy community, with a wide range of housing options conveniently accessible by a variety of transportation modes to community and human services, shopping, education, and employment (HGG 1.0)	✓	✓	✓	✓		✓	✓	
HO-B	Provide opportunities for a variety of housing types, options, affordability levels, and densities (HGG 2.0, LNP 8.1)	✓	✓					✓	
HO-C	Preserve, maintain, and improve Covington's neighborhoods, valuing those existing housing units and neighborhoods that express Covington's character and identity while improving housing conditions throughout (HGG 3.0)	✓	✓		✓		✓	✓	
HO-D	Assure that the full range of incomes and special needs populations are provided with sufficient, appropriate, accessible and affordable housing and services (HGG 5.0)	✓	✓					✓	
HO-E	Achieve productive regional responses to affordable housing development, based on a foundation of local understanding of Covington's housing needs, issues and strategies (HGG 7.0, HGG 8.0)		✓						
TR-A	Provide and maintain a complete transportation network that safely and efficiently accommodates all users. (TRG 1.0)			✓					
TR-B	Promote the development of safe and convenient pedestrian and bicycle networks that encourage multi-modal access to and from residential neighborhoods, parks, schools, civic buildings, and the Town Center. (TRG 7.0)			✓					
TR-C	Promote transit and transportation demand management (TDM) strategies as viable alternatives to single-occupant vehicle use (TRG 5.1)			✓					
TR-D	Develop a long-range financial component and multi-agency funding program to ensure adequate funding sources and strategies for transportation improvements and maintenance			✓					
TR-E	Coordinate with neighboring and regional transportation entities as well as the general public to ensure maximum connectivity and interoperability of transportation systems in the region (TRG 9.0)			✓					
PR-A	Establish a varied and inclusive suite of recreation programs that accommodate a spectrum of ages, interests and abilities (PRG 2.0)				✓			✓	
PR-B	Acquire and develop a high-quality, diversified system of parks, recreation facilities and open spaces that is attractive, functional, accessible and safe – providing equitable access to all residents (PRG 3.0)				✓		✓	✓	
PR-C	Protect and manage the City's environmentally sensitive lands, remnant open spaces and natural and cultural resources to highlight their uniqueness and local history (PRG 4.0)				✓	✓	✓	✓	✓
PR-D	Develop a high-quality system of shared-use park trails and bicycle & pedestrian corridors that connect significant local landscapes, public facilities, neighborhoods and the	✓		✓	✓		✓	✓	

	downtown core (PRG 5.0)								
PR-E	Provide a parks, trails and open space system concurrent with new development that is efficient to administer and operate, while providing a high level of user comfort, safety, aesthetic quality and protection of capital investment. (PRG 6.0, PRG 7.0)			✓	✓		✓		
NE-A	Recognize and respect the significant rules that natural features and natural systems play in determining Covington's livability and overall environmental quality (EVG 1.0)	✓					✓		
NE-B	Maintain high water quality, whether that water is on the surface or underground, reducing adverse downstream impact and recharging the aquifer as far upland as possible (EVG 2.0, reworded)	✓		✓			✓		✓
NE-C	Restore and protect fish and wildlife habitats and surface water resources to protect and enhance water resources for multiple benefits, including recreation, fish and wildlife habitat, flood protection, water supply and open space (EVG 4.0)	✓					✓		✓
NE-D	Achieve "no net loss" of wetland functions and values within each drainage basin (EVG 6.0)	✓					✓		
NE-E	Preserve the existing hydraulic and ecological functions of floodplains to minimize future flood hazards (EVG 7.0)	✓					✓		
NE-F	Ensure public safety in areas of geological hazard (NHG 1.0, NHG 3.0, EVG 11.0)	✓					✓		
NE-G	Minimize loss of vegetation as new development occurs, recognizing the value of trees and other vegetation in increasing Covington's livability (EVG 9.0)	✓					✓		
NE-H	Maintain excellent air quality (EVG 12.0)	✓					✓		
CF-A	Provide public and private utility services and facilities that enhance the Covington community's quality of life, address past deficiencies, and meet current and future demands in a safe, reliable, efficient, and fiscally and environmentally responsible manner. (CFG 1.0, UTG 2.0, UTG 3.0, UTG 4.0, UTG 5.0, UTG 6.0, UTP 7.1)	✓		✓	✓		✓	✓	
CF-B	Provide capital facilities and utilities that meet acceptable levels of service and guidelines, and support and anticipate demand from new and existing development without compromising public health and safety. (CFG 3.0)	✓		✓	✓		✓	✓	
CF-C	Provide coordinated projects and services among the City, private utilities and contracted service providers to take advantage of opportunities to accomplish multiple purposes and functions when maintaining, installing and building new infrastructure and facilities. (CFG 4.0, CFG 5.0)	✓		✓	✓		✓		
ED-A	Grow local employment targeted to those business sectors suited to Covington's resident population, that offer higher wages and expand the availability of local services (EDG 2.0, EDG 3.0, EDG 6.0)	✓							✓

ED-B	Support local commercial activity and spending power in the community by through increasing household disposable incomes and continued population growth within the city. (EDG 4.0, EDG 5.0, EDG 6.0, EDG 7.0, EDG 9.0)	✓						✓
ED-C	Build and demonstrate local capacity to support development activity, including a responsive service culture, proactive problem solving, and strategic investment in transportation, utility and telecommunications infrastructure (EDG 1.0)	✓						✓
ED-D	Build on the City's existing assets and growth to continue be a desirable place to live, shop and play by continuing to provide high quality services (including schools, safety, and recreation) and making strategic investments in infrastructure. (EDG 2.0, EDG 4.0, EDG 5.0, EDG 8.0, EDG 9.0)	✓		✓	✓		✓	✓
ED-E	Grow the City's tax base, prioritize investments, and efficiently provide city services (EDG 1.0)	✓		✓	✓		✓	✓
SMP-A	Assure no net loss of ecological functions necessary to sustain shoreline natural resources within the Covington SMA in the application of master program policies and regulations to all uses and related modifications (SMPG 1.0)	✓						✓
SMP-B	Preserve, protect, and restore to the greatest extent feasible the natural resources of the shoreline, including but not limited to scenic vistas, aesthetics, and vital riparian areas for wildlife protection (SMPG 2.0)	✓						✓
SMP-C	Increase the amount and diversity of public access to the shoreline, and preserve and enhance views of the shoreline, consistent with the natural shoreline character, private rights and public safety (SMPG 3.0)	✓		✓	✓		✓	✓

Policy	Influencing decisions on:							
	Land use	Housing	Transportation	PROS	Natural environment	Capital facilities & utilities	Economic development	Shorelines
Growth Strategy								
LU-1	Accommodate 20-year target population growth by permitting urban development while limiting the conversion of undeveloped land into low-density subdivisions (LNP 1.1, LNP 2.2)	✓	✓	✓		✓	✓	✓
LU-2	Direct growth as follows: <ul style="list-style-type: none"> • First, to areas with existing infrastructure capacity • Second, to areas where infrastructure improvements can be easily extended; and • Last, to areas requiring major infrastructure improvements (LNP 1.2) 	✓		✓			✓	
LU-3	Encourage maximum permitted intensity of development of urban land while protecting critical areas (LNP 1.3)	✓	✓	✓		✓		✓
LU-4	Serve multiple purposes with project conditions of approval and environmental mitigation measures, such as drainage control, ground water recharge, stream protection, open space, cultural and historic resource protection and landscaping (LNP 1.4)	✓		✓	✓	✓	✓	✓
LU-5	Ensure all new development preserves community character and neighborhood quality (LNP 1.7)	✓	✓	✓				
LU-6	Continue to communicate with King County on the long-term future of the “notch,” even if it is not to be included within the City’s urban growth area (LNP 1.8)	✓		✓				✓
LU-7	Include all unincorporated urban areas adjacent to Covington’s city limits within the Potential Annexation Area (LNG 2.0, LNP 2.4)	✓						
LU-8	Coordinate planning, interlocal agreements and potential annexations in conformance with annexation guidelines incorporated as an appendix to this comprehensive plan (LNP 2.5, LNP 2.6, LNP2.15, LNP 2.21)	✓		✓				
LU-9	Actively pursue extensions of the Urban Growth Boundary to include City-owned lands to establish some jurisdictional control (LNP 2.14)	✓			✓		✓	
LU-10	Establish shoreline Master Program environmental designations, including those for associated wetlands, during the annexation process (LNP 2.24)	✓			✓	✓		✓

LU-11	Confer with all public service providers to ensure services can support Covington's planned growth and shifts in demand while maintaining acceptable levels of service (LNP 2.7)	✓		✓	✓			✓	
LU-12	Phase development according to the availability of adequate public services, providing urban level facilities and services concurrent with development (LNP 7.6)	✓		✓	✓			✓	
LU-13	Seek to balance more evenly jobs and housing by providing increased employment opportunity in Covington (LNP 9.6)	✓						✓	
LU-14	Establish sufficient land for commercial development to accommodate appropriate commercial, office and attached residential activities proximate to adequate transportation and utility infrastructure and at a pattern and scale suitable to their location and the population they will serve (LNP 18.1, EDP 5.5)	✓	✓	✓				✓	
LU-15	Encourage the grouping of businesses and joint use of parking so that persons can make a single stop to use several businesses located at a central area (LNP 11.3)	✓		✓				✓	
LU-16	Encourage residential and other forms of mixed-use development in commercial zones to reduce vehicular traffic, provide for shared parking and maintain development capacity for active ground level commercial use (EDP 5.6)	✓	✓	✓	✓			✓	
LU-17	Support development of relatively high-density areas that will allow people to live, shop, and possibly work without being dependent on their automobiles (LNP 18.2)	✓	✓	✓	✓			✓	
LU-18	Provide sufficient land for a variety of public and quasi-public uses serving the community including parks, schools, libraries, churches, community centers, fire and police stations, and other municipal facilities in a well-designed manner that is compatible with surrounding land uses. (LNG 13.0)	✓			✓	✓		✓	✓

Downtown

LU-19	Provide shopping and other services for residents of Covington and the surrounding area in the Downtown Commercial district, including a mix of uses such as public open space, pedestrian and public transit oriented development, and residential dwelling units with appropriate commercial/office uses (LNP 10.1)	✓	✓	✓	✓			✓	
LU-20	Encourage a variety of development in the downtown area with an emphasis on multistory mixed-use, while allowing existing, major retail components to exist until market conditions support redevelopment; permitting limited, regulated and high quality designed large format retail; while minimizing impacts on adjacent residential neighborhoods (LNP 10.2, DTP 1.2)	✓						✓	
LU-21	Encourage the integration of new office, service, health care, and residential uses into the downtown area to support high quality business/retail activities and to increase the vitality of the downtown (DTP 1.5)	✓	✓					✓	
LU-22	Provide incentives for innovative, affordable housing development and encourage workforce housing targeted for workers expected to fill retail and service jobs within the	✓	✓					✓	

	downtown (DTP 2.6)								
LU-23	Recognize Downtown as uniquely suited to supporting special-needs housing due to the convenience of nearby health services (DTP 2.7)	✓	✓						
LU-24	In the Mixed-Housing and Office designation, encourage flexibility for innovative housing types and foster demonstration projects for a mix and variety of housing types (DTP 5.6)	✓	✓						
LU-25	Encourage redevelopment and infill to take advantage of existing land resources, streets and utilities (DTP 7.4)	✓		✓				✓	
LU-26	Encourage a development pattern that places buildings near the street and makes surface parking a non-dominant use. (DTP 9.2)	✓		✓					
LU-27	Use vegetation that can thrive in urban settings, conserve water, retain desirable trees, and is comprised of native plant materials (DTP 9.2, reworded)	✓			✓	✓			✓
LU-28	Encourage the development and strategic placement of public art features within the downtown area (DTP 9.4)	✓			✓			✓	
LU-29	Provide for a sense of approach and entry to the downtown area through the development of key distinctive focal points, such as special architectural, water and/or landscaping features (DTP 9.6)	✓		✓	✓	✓		✓	
LU-30	Encourage interconnected walkway systems to accommodate areas for landscaping and wide sidewalks that provide the opportunity for appropriate outdoor commercial and civic activities, including seating for food and beverage establishments (DTP 9.8)	✓		✓	✓				
LU-31	Encourage public open spaces or community plazas, where appropriate, for the congregation of people (DTP 9.9)	✓			✓	✓		✓	✓
LU-32	Encourage the location of shared parking lots behind or between buildings with pedestrian connections to the main walkways (DTP 9.11)	✓		✓					

Hawk Property Subarea

LU-33	Encourage a variety of commercial, residential, and recreational development types on the Hawk Property (LNP 19.1)	✓	✓		✓			✓	
LU-34	Encourage a variety of housing types at various densities on the Hawk Property to provide housing choices not currently available in one location within Covington (LNP 19.2)	✓	✓						
LU-35	Ensure that the public realm in the Hawk Property provides places for a variety of ages, interests, and experiences and is easily accessible (LNP 19.4)	✓		✓	✓				
LU-36	Ensure that the pond on the Hawk Property serves as a major public amenity with extensive public access and a surrounding area with a mix of residential and commercial uses that offer a place for the community to gather, stroll, dine, shop, and live (LNP 19.5)	✓			✓	✓			

LU-37	Encourage the preservation of a green space buffer, which may include public trails, along the southern border of the Hawk Property Subarea, adjacent to existing residential development (LNP 19.6)	✓			✓	✓			
LU-38	Encourage development of larger public park and greenspace amenities in the Hawk Property Subarea that are accessible to all residents and visitors, as opposed to small, fragmented, private park facilities (LNP 19.7)	✓			✓	✓			

Public Service and Responsiveness

LU-39	Minimize impacts on private property rights, when feasible (LNP 3.1)	✓		✓				✓	
LU-40	Ensure timely, thorough, consistent, fair, and predictable project review by allocating adequate resources to the permit review process, minimizing review time (LNP 4.1)	✓						✓	
LU-41	Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts (LNP 5.1)	✓		✓	✓			✓	✓
LU-42	Establish and maintain positive and proactive inter-jurisdictional relationships with outside service providers, such as water, sewer, gas, electric, fire, phone and cable entities throughout the permitting process (EDP 1.5)	✓		✓				✓	

Historic Resources

LU-43	Encourage efforts to rehabilitate sites and buildings with unique or significant historic characteristics (LNP 6.3)	✓			✓				
LU-44	Encourage the protection, preservation, recovery and rehabilitation of significant archaeological resources and historic sites (LNP 6.1)	✓		✓	✓				

Public Utility Installations

LU-45	Public utility land uses and structures should be managed and designed in a manner that is compatible within nearby uses (LNG 12.0)	✓							
LU-46	Buffers and other techniques should be used to protect public utility uses and nearby uses from land-use conflicts (LNP 12.2)	✓							

Resource Lands

LU-47	Encourage active mineral resource operations to conserve mineral resources, promote compatibility with nearby land uses, protect environmental quality, maintain and enhance mineral resource industries, and inform nearby property owners and residents of existing and prospective mineral resource activities (LNP 15.1)	✓						✓	
LU-48	Consider site-specific environmental study in the review of mineral extraction and processing proposals within the Mineral designation (LNP 15.3)	✓		✓				✓	

LU-49	Work with the State Department of Natural Resources and landowners/operators to ensure that mineral extraction areas are reclaimed in a timely and appropriate manner (LNP 15.4)	✓							✓
LU-50	Prevent or minimize land-use conflicts between mining and processing operations and adjacent land uses by continuing to keep potential impacts of developments adjacent to the mine to a minimum (LNP15.5)	✓							✓
LU-51	Work with the mining operator and potential future owners to ensure that the site's plans are consistent with the City's long term planning goals (LNP 15.6)	✓							✓

Essential Public Facilities

LU-52	Locate proposed new or expansions to existing essential public facilities consistent with the King County Comprehensive Plan (LNP 17.1)	✓		✓					
LU-53	Share essential public facilities with King County, the City, and neighboring counties and cities, if advantageous to both to increase efficiency of operation (LNP 17.2)	✓		✓					
LU-54	Ensure environmental justice, with no racial, cultural or class group unduly impacted by essential public facility siting or expansion decisions (LNP 17.3)	✓		✓					
LU-55	Site essential public facilities in coordination with King County equitably countywide. No single community should absorb an undue share of the impacts of essential public facilities. Siting should consider environmental equity and environmental, technical and service area factors (LNP 17.4)	✓		✓					
LU-56	A facility may be determined to be an essential public facility if it has one or more of the following characteristics: <ul style="list-style-type: none"> The facility meets the Growth Management Act definition of an essential public facility; The facility is on a state, county or local community list of essential public facilities; The facility serves a significant portion of the County or metropolitan region or is part of a Countywide service system; or The facility is difficult to site or expand. (LNP 17.5) 	✓		✓					
LU-57	Site proposed new or expansions to existing essential public facilities based on the following: <ul style="list-style-type: none"> An inventory of similar existing essential public facilities, including their locations and capacities; A forecast of the future needs for the essential public facility; An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities; An analysis of the proposal's consistency with policies County and City Policies; An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies; 	✓		✓					

	<ul style="list-style-type: none"> An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process; An analysis of environmental impacts and mitigation; and Extensive public involvement. (LNP 17.6) 								
LU-58	Actively regulate and monitor designated essential public facility operations to ensure that such facilities do not cause or create a public nuisance (LNP 17.7)	✓		✓					

Healthy Community

HO-1	Ensure that community and human services, including, but not limited to, fire, emergency medical services, police, library facilities, medical services, neighborhood shopping, child care, food banks, and recycling facilities, are easily accessible to Covington’s residents (HGP 1.1)	✓	✓	✓	✓			✓	✓
HO-2	Provide the opportunity for senior citizen housing and long-term care/assisted living facilities (HGP 1.5)	✓	✓						✓

Affordable Housing Choice & Accessibility

HO-3	<p>Encourage the availability of affordable housing to all economic segments and special needs populations, such as senior citizens, the homeless, mentally and developmentally disabled, and low and moderate-income persons and families by:</p> <ul style="list-style-type: none"> Treating government-assisted housing and other low-income housing the same as housing of similar size and density Allowing the integration of assisted housing within neighborhoods Encouraging developers and owners of assisted housing units to undertake activities to establish and maintain positive relationships with neighbors 	✓	✓						
HO-4	Promote a sufficient amount of land for a variety of residential densities and housing types including, but not limited to, assisted housing, housing for low-income households, single-family housing, small lot sizes, townhouses, mixed-density areas, mixed-use developments, manufactured housing, manufactured home parks, group homes, and foster care facilities (HGP 2.2)	✓	✓	✓				✓	✓
HO-5	Provide incentives and work in partnership with nonprofit and private developers to build affordable housing, to subsidize low-income housing, and to implement Covington’s housing policies (HGP 5.2)	✓	✓						
HO-6	Coordinate with public and private lending institutions to find solutions that reduce housing financing costs for both builders and consumers. HGP 4.2)	✓	✓						✓
HO-7	Encourage innovative development techniques for home ownership by supporting projects such as owner-built housing and residential communities that achieve lower prices through shared open spaces and community facilities (HGP 4.4)	✓	✓						

Housing and Neighborhood Preservation

HO-8	Promote educational and outreach efforts regarding home maintenance and rehabilitation (HGP 3.2)	✓	✓						
HO-9	Support non-profit organizations involved in housing repair and rehabilitation (HGP 3.3)		✓						
HO-10	Maintain a strong code enforcement program (HGP 3.5)	✓	✓						

Regional Partnerships & Education

HO-11	Promote education and guidance of low and moderate-income households on financing assistance, home purchasing techniques, and assistance in locating affordable rentals. (HGP 7.1)		✓					✓	
HO-12	Participate in local and regional resource, education, and lobbying programs regarding housing data, housing programs, design alternatives, and funding sources (HGP 7.2)	✓	✓						
HO-13	Promote educational campaigns on low-income and special needs housing in order to engender acceptance throughout the community (HGP 7.3)		✓						
HO-14	Actively participate in regional responses to affordable housing development needs and issues (HGG 8.0)	✓	✓					✓	
HO-15	Participate in the development of countywide resources, funding, and programs to assist low and moderate-income households in obtaining affordable and appropriate housing (HGP 8.2)		✓					✓	
HO-16	Work cooperatively with regional and federal programs and with private and not-for-profit developers and social and health service agencies to address local housing needs (HGP 8.4)		✓					✓	
HO-17	Use housing and community development block grant funds in order to provide housing opportunities for low and moderate-income households (HGP 8.5)	✓	✓					✓	

Network Completion, Consistency & Monitoring

TR-1	The land use and transportation elements should be coordinated such that land use designations, transportation funding, and/or level of service standards shall be reexamined when roadway construction or upgrading is not feasible, or where concurrency cannot be achieved	✓		✓				✓	
TR-2	Adopt and implement an LOS standard to quantify and qualify the flow of traffic (motorized and non-motorized), and to measure the overall transportation system's ability to move people and goods as shown in this chapter	✓		✓				✓	

TR-3	<p>Evaluate and prioritize proposed roadway projects according to the following guidelines:</p> <ul style="list-style-type: none"> Project's likelihood of improving public health and safety, to fulfill the City's legal commitment to provide transportation services to its users, or to preserve full use of the existing transportation system Project's opportunity to increase efficiency of existing facilities, prevents or reduces future improvement costs, provides service to developed areas lacking full service, or promotes development consistent with the future land use plan Project's ability to improve the general prosperity of the community or represent a logical extension of existing facilities 	✓	✓	✓	✓		
TR-4	Use Concurrency Management System in developing Six-Year Transportation Improvement Program (TRP 4.4)	✓	✓	✓			
TR-5	Maintain development regulations, street design standards, and level of service standards that are consistent with the City's transportation goals (TRG 6.0)	✓	✓	✓			
TR-6	Enhance truck access to/from SR 18 and other regional facilities to minimize the impact of trucks on residential areas of the city	✓	✓	✓	✓		
TR-7	In general, all arterials shall accommodate pedestrian and bicycle movement, as well as automobile and transit traffic	✓	✓	✓			
TR-8	Classify streets based on knowledge of existing and future demand volumes, modal uses, and adjacent land uses (TRP 6.1)	✓	✓	✓	✓	✓	
TR-9	Consolidate access to properties along principal and minor arterials wherever possible to maximize the capacity of the facilities and reduce potential safety conflicts	✓	✓				
TR-10	Link local street networks through subdivisions to provide efficient local circulation, as appropriate, and provide additional collector arterial access for major residential areas	✓	✓	✓	✓		
TR-11	Design, construct, and operate the transportation system to accommodate physically challenged persons in accordance with the ADA standards and to accommodate and support public safety vehicles, emergency response and operation	✓	✓	✓			
TR-12	Ensure that transportation facilities are developed and maintained in a manner that is sensitive to the natural environment, minimizes adverse environmental	✓	✓	✓	✓	✓	

	impacts to residential neighborhoods and local businesses, and complements the aesthetic character of the City of Covington (TRG 8.0)								
TR-13	Build additional grid streets in the Town Center designation as private development occurs, with the location and timing of these other grid streets determined based on the location, design and timing of new development (DTP 6.8)	✓		✓			✓		
TR-14	Provide efficient local access from regional transportation corridors to the downtown area (DTP 6.11)			✓			✓		
TR-15	Enhance the attractiveness of the SR-18 right of way in accordance with its role as a gateway to the downtown area (DTP 6.12)			✓			✓		
TR-16	Improve the street environment and appearance within the downtown area for use as public open space (DTP 8.3)			✓	✓		✓		

Non-Motorized Transportation

TR-17	Implement streetscape improvements that promote walkability and commercial activity		✓	✓			✓		
TR-18	Promote the development of safe and convenient pedestrian and bicycle networks that encourage multi-modal access to and from residential neighborhoods, parks, schools, civic buildings, and the Town Center	✓	✓	✓	✓		✓	✓	
TR-19	Maintain and implement a Non-Motorized Plan that provides guidance on street design guidelines, bicycle, and pedestrian priority routes, and the Downtown Plan (TRP 7.1)			✓			✓		
TR-20	Ensure new development is consistent with the Non-Motorized Plan (TRP 7.2)			✓					
TR-21	Work with all governmental entities and the private sector to develop trail and bikeway plans and facilities that serve Covington residents, pedestrians, cyclists and visitors from the greater region with improved connections to the Soos Creek Trail system and the planned Jenkins Creek trail system (DTP 6.3)			✓	✓	✓	✓	✓	
TR-22	Address pedestrian safety and access across Kent-Kangley Road, SR-18 and the railroad tracks (PRP 5.9)			✓	✓		✓		

Transit & Transit Demand Management (TDM)

TR-23	Encourage TDM strategies as outlined in the Downtown Plan (TRP 1.10)	✓		✓					
TR-24	Support transit services that meet the needs of persons with disabilities, the elderly, and people with	✓	✓	✓					

	special needs								
TR-25	Encourage the use of transit, high occupancy vehicles (HOV), and other travel modes, such as carpools and vanpools, through Transportation Demand Management (TDM) programs and non-motorized connections	✓		✓					
TR-26	Proactively work with KC/Metro to evaluate and make necessary changes to enhance the transit service within the City (TRP 5.1)	✓		✓				✓	
TR-27	Promote transit stops, access, and service improvements near land uses that attract large numbers of employees and/or customers (TRP 5.2)	✓		✓				✓	
TR-28	Encourage transit oriented development (TOD) where feasible, to locate within the Town Center and Mixed Commercial designations (DTP 2.8)	✓		✓					

Funding & Maintaining the System

TR-29	Ensure that transportation facilities are maintained to optimize safety, traffic flow, and the life of the facility in the most cost-effective manner			✓			✓		
TR-30	Ensure new development contributes its fair share to the financing of needed transportation improvements and expansions (TRP 11.3)	✓		✓			✓		

Regional Coordination

TR-31	Coordinate transportation systems operations, planning, and project implementation with neighboring jurisdictions and regional agencies, especially in anticipation of potential annexation areas (TRP 9.1)	✓		✓			✓	✓	
TR-32	Coordinate with neighboring and regional agencies to secure funds for transportation projects via means such as interlocal impact fee agreements and pursuing grants jointly (TRP 11.6)			✓			✓	✓	
TR-33	Coordinate funding with other local and regional sources to address transportation improvements that serve multiple jurisdictions and/or are mutually beneficial			✓			✓	✓	

Health, Wellness & Programming

PR-1	Leverage City resources by forming and maintaining partnerships with other public, non-profit and private recreation providers to deliver recreation services and secure access to existing facilities (e.g. schools) for field sports and other community recreation (PRP 2.1)				✓		✓		
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PR-2	Emphasize service provision to children, teens, seniors, people with disabilities, and other population groups with limited access to market-based recreation options (PRP 2.2)				✓		✓		
PR-3	Explore partnership opportunities with regional healthcare providers and services, such as MultiCare, Valley Medical Center, and the King County Health Department, to promote wellness activities, healthy lifestyles, and communications about local facilities and the benefits of parks and recreation (PRP 2.3)				✓			✓	
PR-4	Promote and expand special events and programming, such as summer programs and environmental education. Utilize the region's parks, trails, waterfronts and recreation facilities as settings to provide and/or facilitate a wider array programs and activities (PRP 2.4)				✓	✓	✓	✓	✓
PR-5	Continue to foster the partnership with the Kent and Tahoma School Districts to utilize school sites to provide active recreation facilities. Explore opportunities to co-develop facilities on school property or property adjacent to schools (PRP 2.5)				✓		✓		
PR-6	Coordinate with the Covington Art Commission to encourage participation in, appreciation of and education in the arts and to improve the capacity of local arts agencies in providing art programs that benefit community residents (PRP 2.9)				✓				

Parks, Natural Areas & Trails

PR-7	Preserve and protect parks and open space within Covington's boundaries, encourage a "no net loss" approach to parkland so that converted parkland is replaced by land of equal or better quality (PRP 3.4)	✓				✓			
PR-8	Coordinate and develop public access points to shoreline areas consistent with the Shoreline Element and the Shoreline Master Program (PRP 3.8)			✓	✓	✓			✓
PR-9	Pursue low-cost and/or non-purchase options to preserve open space and greenbelts, including the use of conservation easements, current use assessment and development covenants (PRP 3.9)	✓				✓	✓	✓	
PR-10	Actively plan and coordinate with King County, Kent, Black Diamond and Maple Valley for the acquisition of parks and open space within or in close proximity to the urban growth area (PRP 3.10)					✓		✓	
PR-11	Encourage and support the participation of community-based or non-profit conservation organizations, which offer options and alternatives to development in the interest of preserving desirable lands as a public benefit (PRP 3.11)					✓			
PR-12	Encourage large residential and mixed-use developments to include publicly accessible gathering spaces to serve as neighborhood focal points and event venues (PRP 3.12)	✓				✓			✓
PR-13	Provide sufficient civic buildings, public plazas, parks, open spaces and gathering spaces within the Downtown to meet the needs of Covington's planned residential, office and commercial growth (DTG 8.0)	✓				✓		✓	

PR-14	Develop public plaza, park and usable open space areas to serve both residents and employees in the downtown area, increasing the diversity of spaces by enhancing their types, size and hierarchy. (DTP 8.1)	✓			✓		✓		
PR-15	Encourage the location of civic buildings and facilities, such as City Hall, public plazas, community centers, public libraries, etc., in the Town Center Focus Area (DTP 8.2)	✓			✓		✓		
PR-16	Encourage developers to provide a variety of open spaces, such as plazas and courtyards with outdoor seating and landscaping, in private developments (DTP 8.5)	✓			✓				
PR-17	Encourage private participation in development of community facilities in the downtown area (DTP 8.6)	✓			✓				
PR-18	Utilize the power line corridors and adjacent stream corridors as part of an overall pedestrian and bicycle trail system that offers recreational potential and residential connections into and within the downtown area (DTP 8.7)	✓		✓	✓		✓		✓

Natural Areas & Greenspaces

PR-19	Retain as open space those areas having a unique combination of open space values, including the separation or buffering between incompatible land uses; visual delineation of the City or a distinct area or neighborhood of the City; aquifer recharge areas; floodwater or stormwater storage; stormwater purification; recreational value; aesthetic value; and educational value (PRP 4.1)	✓			✓	✓			
PR-20	Retain and protect as open space those areas that provide habitat for rare, threatened or endangered plant or wildlife species, may serve as a corridor for wildlife movement, and may include and encourage public use for wildlife interpretation and observation (PRP 4.2)	✓			✓	✓			✓
PR-21	Actively plan with King County, Kent, Black Diamond and Maple Valley to preserve and enhance the ecological function, habitat quality and recreational value of the Soos Creek, Little Soos Creek and Jenkins Creek corridors (PRP 4.5)				✓	✓			✓
PR-22	Coordinate with other public agencies and private landowners for the protection of valuable natural resources and sensitive lands through the purchase of development rights, easements or title and make these lands available for passive recreation, as appropriate (PRP 4.6)	✓		✓	✓	✓			
PR-23	Recognize that designating private property for open space uses does not establish or promote any public access rights to such property (PRP 4.7)	✓			✓				
PR-24	Create community-based volunteer and stewardship opportunities to inform and engage residents about urban forestry issues, such as tree planting, tree care and management and the benefits of urban trees (PRP 4.9)				✓			✓	
PR-25	Comply with the Evergreen Communities Act (RCW 35.105) and obtain and maintain Evergreen Community status (PRP 4.12)	✓			✓		✓		
PR-26	Maintain Tree City USA status (PRP 4.13)				✓			✓	

PR-27	Promote the installation and management of street trees as an extension of urban habitat and providing green infrastructure benefits (PRP 4.14)			✓	✓	✓	✓	✓	
PR-28	Where feasible, encourage use of wetland buffers, stream buffers, and habitat corridors for passive recreational use, such as wildlife viewing and trails, provided that such uses would not have a negative impact upon the protected natural resources (PRP 4.15)	✓			✓	✓	✓		
PR-29	In the Hawk Property Subarea, develop park and greenspace areas as both publicly accessible recreational and habitat amenities (PRP 4.16)				✓	✓			

Trails & Pathways

PR-30	Create a network of interconnected, shared-use trails for walking, hiking and cycling to promote connectivity between parks, neighborhoods and public amenities (PRP 5.1)	✓		✓	✓				
PR-31	Comply with and periodically update level of service standards to reflect changes in community parks, recreation, trails and open space demand (PRP 5.2, reworded to reflect LOS discussion)	✓			✓		✓		
PR-32	Work with local agencies, utilities and private landholders to secure trail easements and access to greenspace for trail connections (PRP 5.4)	✓		✓	✓	✓	✓		
PR-33	Coordinate with Burlington Northern Santa Fe Railroad for a potential rail-with-trail opportunity (PRP 5.7)			✓	✓		✓		
PR-34	Address pedestrian safety and access across Kent-Kangley Road, SR-18 and the railroad tracks (PRP 5.9, but may be redundant with transportation element)			✓	✓				
PR-35	Provide trail head accommodations, as appropriate, to include parking, wayfinding signage, restrooms and other amenities (PRP 5.10)	✓		✓	✓				

Concurrency

PR-36	New development shall provide funds or parkland for concurrent park development and maintenance (PRP 6.1)	✓			✓		✓		
PR-37	Mixed-use development of more than 20 new dwelling units in the downtown area may, on approval of the City, provide fees in lieu of the requirement to develop on-site park, recreation or open space facilities to serve the development (PRP 6.3)	✓			✓		✓		
PR-38	New commercial development shall be responsible for financing and providing downtown amenities such as parks, open spaces and public art (PRP 6.4)	✓			✓		✓		

Management & Operations

PR-39	Provide sufficient financial and staff resources to maintain the overall parks system to high standards (PRP 7.1)				✓		✓		
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PR-40	Maintain all parks and facilities in a manner that keeps them in safe and attractive condition; repair or remove damaged components immediately upon identification (PRP 7.2)				✓		✓		
PR-41	When developing new facilities or redeveloping existing facilities, review and consider the projected maintenance and operations costs prior to initiating design development (PRP 7.3)				✓		✓		
PR-42	Design and maintain parks, trails and facilities to offer universal accessibility for residents of all physical capabilities, skill levels and age. All facilities shall conform to the American with Disabilities Act (ADA) guidelines and requirements (PRP 7.5)				✓		✓		
PR-43	Incorporate sustainable development and low impact design practices into the design, planning and rehabilitation of new and existing facilities. Prepare sustainability best management practices for grounds maintenance and operations. Consider the use of non-invasive, native vegetation for landscaping in parks and natural areas to minimize maintenance requirements and promote wildlife habitat and foraging (PRP 7.6)				✓	✓	✓		
PR-44	Coordinate park planning, acquisition and development with other City projects and programs that implement the comprehensive plan. Seek partnerships with other public agencies and the private sector to meet the demand for cultural and recreational facilities in the City (PRP 7.9)				✓		✓		
PR-45	Encourage volunteer park improvement and maintenance projects from a variety of individuals, service clubs, scouting organizations, churches and businesses (PRP 7.10)				✓				
PR-46	Periodically evaluate user satisfaction and numerical use of parks, facilities and programs; share this information with staff, Parks and Recreation Commission and City Council as part of the decision making process to revise offerings or renovate facilities (PRP 7.11)				✓				
PR-47	Pursue alternative funding options for the acquisition and development of parks and facilities, such as through private donation, sponsorships, partnerships, county, state and federal grant sources, among others. Place priority on maximizing grants and other external sources of funding, or inter-agency cooperative arrangements, to develop the City's park resources (PRP 7.12)				✓		✓		
PR-48	Promote professional development opportunities that strengthen the core skills and engender greater commitment from staff, Commission members and key volunteers, including training, materials and/or affiliation with the National Recreation & Park Association (NRPA) and the Washington Recreation & Park Association (WRPA). (PRP 7.13)				✓				

Incentives, Planning & Regulations

NE-1	Ensure land-use plans, capital improvement programs, code enforcement, implementation programs, development regulations, and site plan review are consistent with the City's overall natural resource goals (EVP 1.3)	✓		✓		✓	✓		
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NE-2	Support waste reduction and recycling programs in City facilities and in the city at large (EVP 1.4)					✓			
NE-3	Ensure that decisions regarding fundamental site design are made prior to the initiation of land surface modifications (EVP 1.5)	✓				✓			
NE-4	Start site restoration if land surface modification violates adopted policy or if development does not ensure within a reasonable period of time (EVP 1.6)	✓				✓			
NE-5	Provide to property owners and prospective property owners general information concerning natural resources, hazard areas, and associated regulations (EVP 1.9)	✓				✓			
NE-6	Use incentives to protect or enhance the natural environment whenever practicable, including buffer averaging, density bonuses, lower tax assessment for land preserved in open space (King County Public Benefit Rating System), and appropriate non-regulatory measures (EVP 1.11)	✓				✓		✓	
NE-7	Use acquisition, enhancement, incentive programs, and appropriate regulations to preserve critical areas as permanent open space where development may pose hazards to health, property, important ecological functions, or environmental quality (EVP 1.12)	✓				✓			

Water Quality

NE-8	Reduce the environmentally detrimental effects of present and future runoff in order to maintain or improve stream habitat wetlands, particularly water quality, and protected water-related uses.	✓		✓		✓			
NE-9	Integrate the management of surface water with other agencies who provide the City's drinking water and wastewater treatment playing a role in the Countywide effort to protect and enhance surface waters on a watershed basis (EVP 2.2)			✓		✓			
NE-10	Work cooperatively with King County Surface Water Management Division, the Washington Department of Ecology, and other affected jurisdictions and tribes to implement water quality management strategies and to comply with Municipal National Pollutant Discharge Elimination System regulations to address non-point pollution (EVP 2.3)	✓		✓		✓			
NE-11	Use incentives, regulations, and programs to manage water resources and to protect and enhance their multiple beneficial uses, including flood and erosion hazard reduction, aesthetics, recreation, water supply, gardening, and fish and wildlife habitat (EVP 2.4)	✓		✓		✓			
NE-12	Regulate development in a manner that maintains the ecological and hydrologic function of water resources based on pre-development quality and quantity measurements (EVP 2.5)	✓		✓		✓			
NE-13	Actively promote conservation measures of water resources in cooperation with schools, business owners, residents, adjacent jurisdictions and water purveyors whose water source and service area are linked to the regional aquifer	✓				✓			

	(EVP 2.6)								
NE-14	Employ erosion control measures and appropriate mitigation measures for grading and any work in or adjacent to wetlands, streams or lakes and their associated buffers (EVP 2.7)	✓		✓		✓			✓
NE-15	Protect aquifers by ensuring that development is adequately mitigated with regard to pollutant infiltration (EVP 2.8)	✓		✓		✓			
NE-16	In the Hawk Property Subarea, actively promote the use of Low Impact Development (LID) techniques to reduce storm water runoff quantity and pollutant loading, particularly in areas adjacent to Jenkins Creek (EVP 2.9)	✓		✓		✓			✓
NE-17	In the Hawk Property Subarea, transform the existing detention facilities into a unique publicly accessible community amenity, which may continue to serve as a storm water management facility (EVP 2.10)	✓		✓		✓			
NE-18	Account for the potential impacts of land-use actions on aquifers that serve as potable water (EVP 3.3)	✓				✓			
NE-19	Protect groundwater recharge quantity by promoting methods that infiltrate runoff where site conditions permit, except where potential groundwater contamination cannot be prevented by pollution source controls and storm water pretreatment. (EVP 3.5)	✓		✓		✓			
NE-20	Protect regional groundwater quality by requiring the use of Best Management Practices (BMPs) for future residential, commercial and industrial development within designated wellhead protection areas (EVP 3.6)	✓		✓		✓			
NE-21	Protect regional groundwater quality by requiring storm water treatment facilities to meet or exceed applicable standards (EVP 3.7)	✓		✓		✓			

Streams, Lakes, and Fish & Wildlife Habitat

NE-22	Maintain major and minor streams in their natural state and rehabilitate degraded channels and banks via public programs and in conjunction with proposed new development (EVP 4.1)	✓			✓	✓	✓		✓
NE-23	Protect and restore stream channels for their hydraulic and ecological functions, as well as their aesthetic value as discussed in the Stormwater Management Plan (EVP 4.3)				✓	✓			✓
NE-24	In partnership with King County and other jurisdictions, promote restoration of stream channels and associated riparian areas to enhance water quality and fish and wildlife habitat and to mitigate flooding and erosion (EVP 4.4)					✓			
NE-25	Comply with applicable surface water management standards to protect the biological health and diversity of the Cedar River and Soos Creek Basins (EVP 4.5)	✓		✓		✓	✓		✓
NE-26	Maintain habitats that support the greatest diversity of fish and wildlife species consistent with the City's land-use objectives through conservation and enhancement of terrestrial, air, and aquatic habitats, preferably in open	✓		✓		✓	✓		✓

	spaces and sensitive areas (EVP 10.2)							
NE-27	Protect and preserve habitats for species which have been identified as endangered, threatened, or sensitive by the State or federal government (EVP 10.3)	✓		✓		✓		
NE-28	Coordinate with adjacent jurisdictions, the state and federal governments, and tribes to identify and protect habitat networks that cross jurisdictional lines (EVP 10.6)	✓		✓		✓		
NE-29	Promote voluntary wildlife habitat enhancement projects by private individuals and businesses through educational and incentive programs (EVP 10.7)					✓		

Wetlands

NE-30	Maintain the quantity and quality of wetlands via current land-use regulation and review; and increase the quantity and quantity of the City's wetlands resource base via incentives and advance planning (EVP 6.1)	✓		✓		✓		
NE-31	Protect wetlands not as isolated units, but as ecosystems, and essential elements of watersheds (EVP 6.2)	✓				✓		
NE-32	Coordinate wetland protection and enhancement plans and actions with adjacent jurisdictions and the Muckleshoot Indian Tribe when jurisdictional boundaries are involved (EVP 6.3)	✓				✓		
NE-33	Work with King County, the State, and other jurisdictions, tribes and citizen groups to utilize the most current and appropriate Countywide wetlands policies and classification system (EVP 6.4)	✓				✓		
NE-34	Use acquisition, enhancement, and incentive programs independently or in combination to dedicate wetlands as permanent open space, and to protect and to enhance wetland functions (EVP 6.5)	✓			✓	✓	✓	
NE-35	Locate development adjacent to wetlands such that wetland functions are protected, an adequate buffer around the wetlands is provided, and significant adverse impacts to wetlands are prevented (EVP 6.6)	✓				✓		
NE-36	Allow alterations to wetlands where necessary to: <ul style="list-style-type: none"> Accomplish a public agency or utility development, utilizing the necessary mitigation measures as detailed in the agency's or utility's Best Management Practices Plan; Provide necessary utility and road crossings, utilizing the necessary mitigation measures as detailed in the agency's or utility 's Best Management Practices Plan; or Avoid denial of reasonable use of the property, provided that all wetland functions are evaluated, the least harmful reasonable alternatives are pursued, and affected significant functions are appropriately mitigated (EVP 6.7) 	✓				✓		

NE-37	Allow public access to wetlands for scientific, educational, and recreational use, provided the public access trails are carefully sited, sensitive habitats and species are protected, and hydrologic continuity is maintained (EVP 6.8)	✓			✓	✓			
NE-38	Protect areas of native vegetation that connect wetland systems, preferably through incentives and appropriate non-regulatory mechanisms (EVP 6.9)	✓				✓			
NE-39	Employ mitigation proposals to ensure no net loss of wetland functions due to development, finding ways to replace or enhance any lost functions within drainage basin, locating mitigation sites strategically to avoid habitat fragmentation (EVP 6.10)	✓				✓			
NE-40	Use mitigation projects to contribute to an existing wetland system or restore an area that was historically a wetland, with restoration or enhancement of an existing degraded wetland resulting in a net improvement to the functions of the wetland system (EVP 6.11)	✓				✓			
NE-41	Use flexible wetland mitigation requirements to allow for protection of systems or corridors of connected wetlands, achieving greater resource protection and reducing isolation and fragmentation of wetland habitat (EVP 6.13)	✓				✓			

Floodplains

NE-42	Any floodplain land use and floodplain management activities shall be carried out in accordance with applicable flood hazard reduction plans (EVP 7.1)	✓				✓			
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Vegetation

NE-43	Promote and support a systematic approach to enhancing the City through carefully-planned plantings and ongoing maintenance of street trees, public landscaping, and public greenbelts (EVP 9.1)	✓		✓	✓	✓			
NE-44	Require protection of valuable vegetation, when possible, during all phases of land-use development, requiring an appropriate amount of landscaping to replace trees, shrubs, and ground cover removed during development (EVP 9.2)	✓		✓		✓			
NE-45	Establish protected and recorded greenbelts to preserve existing natural vegetation on steep hillsides, along stream banks and other habitat areas, and where visual buffers between uses or activities are desirable (EVP 9.3)	✓				✓			
NE-46	Utilize regulations, incentives and non-regulatory means to preserve, replace, or enhance native vegetation that contributes to the City's scenic beauty (EVP 9.4)	✓				✓			
NE-47	Actively encourage the use of environmentally safe methods of vegetation control (EVP 9.6)	✓				✓			
NE-48	Encourage the use of native plants in landscaping requirements, development proposals, and erosion control projects, and in the restoration of stream banks, lakes, shorelines, and wetlands (EVP 9.5, EVP 9.7)	✓		✓		✓			

NE-49	Within the Hawk Property Subarea, minimize tree removal in critical areas and their buffers for the purposes of trails, utility corridors, and similar infrastructure. Apply mitigation sequencing and critical area regulation standards (EVP 9.9)	✓		✓		✓			
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Geologic Hazard Areas

NE-50	Decrease development intensity, site coverage, and vegetation removal as slope increases in order to minimize drainage problems, soil erosion, siltation, and landslides, with slopes of 40 percent or more should be retained in a natural state, free of structures and other land surface modifications (EVP 11.2)	✓		✓		✓			
NE-51	Incorporate erosion control BMPs and other development controls as necessary to reduce sediment discharge from grading and construction activities to minimal levels (EVP 11.3)	✓		✓		✓			
NE-52	Minimize soil disturbance and maximize retention and replacement of native vegetative cover for any land uses permitted in Erosion and Landslide Hazard Areas (EVP11.4)	✓		✓		✓			
NE-53	Encourage special building design and construction measures in areas with severe seismic hazards to minimize the risk of structural damage, fire, and injury to occupants during a seismic event and to prevent post-seismic collapse (EVP 11.6)	✓		✓		✓			

Air Quality

NE-54	Support regional efforts to improve outdoor and indoor air quality (EVP 12.1)					✓			
NE-55	Reduce air pollution associated with land uses by: <ul style="list-style-type: none"> • Requiring measures to minimize particulate emissions, associated with land clearing and construction activities • Limiting the amount of aerial spraying, • Promoting the use of clean-burning fuel, • Encouraging the property use of wood stoves and fireplaces, and • Promoting land use patterns and public facility siting that reduce the quantity and length of single-occupancy vehicle trips. (EVP 12.2) 	✓				✓			

Coordination

CF-1	Coordinate with service providers and utilities to provide reliable and cost-effective services to the public based on the city's anticipated and planned for growth	✓					✓		
CF-2	Encourage utilities and service providers to consolidate facilities, use existing facilities, construct within existing transportation and utilities corridors and to minimize visual impacts of new and expanded facilities where technically			✓			✓		

	feasible.								
CF-3	Encourage public and private community service providers to share or reuse facilities when appropriate, to reduce costs, conserve land, and provide convenience and amenities for the public. Encourage joint siting and shared use of facilities for schools, community centers, health facilities cultural and entertainment facilities, public safety/public works, libraries, swimming pools and other social and recreational facilities. [CFP 1.9]	✓			✓			✓	
CF-4	Sufficient system capacity for surface water, water, sewer and transportation is required prior to approval of any new development. New development must pass concurrency tests before development may be permitted. [rewording of CPF3.1]	✓		✓				✓	
CF-5	Require private utilities and service providers working within the city limits to obtain franchise or other agreements with the city that includes service levels and requirements meeting anticipated growth and demand as well as other local, state and federal regulations. [rewording of UTP 1.2 & 1.3]							✓	
CF-6	Capital improvements shall be coordinated, whenever feasible, with related improvements by adjacent jurisdictions. [rewording of UTP 1.8 & 1.10 & 1.16]							✓	
CF-7	Attend regular meetings with local utility and service providers to maintain ongoing coordination between agencies. [reworded CFP3.3]							✓	
CF-8	Coordinate street re-paving efforts with utility providers to prevent excavation of newly paved street and trail surfaces by prohibiting excavation of new pavement for utility projects for a period of the first 5 years after new paving. [minor edit of UTP 1.15]			✓				✓	
CF-9	When infrastructure projects are proposed within city right-of-way, the city should assist in the coordination between communication providers to ensure that all interested parties are given the opportunity to install facilities in common trenches. [UTP 7.11]			✓				✓	
CF-10	Coordinate with natural gas providers, with transmission pipelines within the city to address pipeline safety and natural disaster emergency response issues. [minor edit to UTP 1.18]							✓	
CF-11	Coordinate with other public entities, which provide services within the city's urban growth area. [rewording of CFP 4.1]	✓						✓	

Funding, Financial Planning & Maintenance

CF-12	Aggressively pursue funding from all levels of government and private agencies to accomplish the city's capital investment program while optimizing resources. [CFP 5.4]							✓	
CF-13	Non-transportation capital projects and improvements (e.g. parks, trails, city offices) shall be funded by general revenues, impact fees, grants or bonds as determined in the annual Capital Facility Plan				✓			✓	

CF-14	When planning, developing and administering the city's capital investment program, the city will give primary consideration to how the public's health, safety and welfare will benefit. The city should schedule and phase infrastructure that supports the planned for and expected growth and development. [rewording of CFP1.1]							✓	
CF-15	Prepare and adopt a six year Capital Facilities Plan (CFP) annually and include reviews of forecasts and actual growth, revenue and costs totals based on adopted level of service standards, and the means and timing by which identified deficiencies will be corrected. [rewording & combining of CFP1.5 & 1.6]							✓	
CF-16	Maintain and update annually an inventory of existing capital facilities owned by the city. [rewording of CFP1.3]							✓	
CF-17	Impose impact fees on new development so that "growth may pay for growth" only when associated growth-caused improvements are reasonably related to the new development and fees should not exceed a roughly proportionate share of the costs of system improvements. [rewording of CFP 5.2]	✓						✓	
CF-18	Once established impact fees shall be adjusted periodically based upon an appropriate study or other relevant data, to ensure that the fees reflect the cost of planned system improvements related to growth and shall be subject to city council approval.	✓						✓	

Capital Improvements Planning & Construction

CF-19	The City shall recognize and provide for multiple purposes and functions in all city facilities and where possible, incorporate the needs of the individual with the design, when feasible			✓	✓			✓	
CF-20	Capital investments shall focus on creating a connected, dynamic urban environment	✓		✓	✓			✓	
CF-21	Minimize the cost of maintaining, operation and other life cycle costs in the design and funding for any capital facility			✓	✓			✓	
CF-22	Minimize future energy usage and carbon emissions from street lighting through the implementation of an economically viable street lighting program that will achieve energy and cost savings			✓				✓	

Conservation & Environmental Sustainability

CF-23	Make conservation an integral part of the city's operations and management							✓	
CF-24	Encourage and support conservation strategies aimed at reducing average annual and peak day water use [UTP 2.4]							✓	
CF-25	Reduce the solid waste stream and support reuse and recycling. Move toward mandatory curbside collection of solid waste including recyclables and yard waste. [see UTP 5.1]							✓	

CF-26	Coordinate water quality improvement efforts with adjoining jurisdictions whose surface waters flow into or through the city. [reworded UTG 4.0]					✓	✓		
CF-27	Apply the adopted surface water design manual as the minimum requirement for all development projects and other actions that could cause or worsen flooding, erosion, water quality and habitat problems for both upstream and downstream development. (replace UTP 4.8]	✓		✓		✓	✓		
CF-28	Encourage the retention and planting of vegetation for their beneficial effects on surface water runoff, including flow attenuation, water quality enhancement and temperature reduction.	✓		✓	✓	✓	✓		
CF-29	Construction, maintenance and retrofits of capital facilities and other capital investments should support conservation of resources, such as water reuse and installation of energy-efficient electric fixtures.			✓	✓	✓	✓		
CF-30	The design and location of infrastructure improvements shall consider the impact of climate change, natural hazards, seismic occurrence and the ability to serve the community in the event of a natural disaster			✓	✓	✓	✓		
CF-31	Promote energy efficiency, conservation methods, and utilize sustainable energy sources in city operations to support climate change reduction goals for the region					✓	✓		

Contracted City Services & Non-City Managed Utilities

CF-32	Require new development to obtain a letter of water and sewer availability and adequate fire flow prior to submitting a development application.[rewording of UTP2.1]	✓					✓		
CF-33	Encourage the hookup to a public water system for those properties on existing private well systems. [UTP 2.2]	✓					✓		
CF-34	Encourage conversion from on-site wastewater disposal systems as sewer lines become available. [UTP 3.1]	✓					✓		
CF-35	All new electrical and communication facilities shall be constructed underground unless specifically exempted as provided for in the Covington Municipal Code	✓					✓		
CF-36	Require utility providers to design, locate and construct facilities within public owned properties and rights-of-way when possible to reasonably minimize significant, individual and cumulative adverse impacts to the environment and to protect critical areas. [reworded UTP1.12]	✓		✓			✓		
CF-37	Ensure that development regulations are consistent with and do not otherwise impair private utilities from fulfilling public service and other obligation imposed by state and federal laws	✓					✓		
CF-38	Support the availability of telecommunications infrastructure to service growth and development in a manner consistent with the anticipated land use pattern while minimizing the visual and environmental impacts on the community	✓					✓		
CF-39	Ensure that utility providers limit disturbance of vegetation within major electrical utility transmission corridors to that necessary for safety and maintenance of transmission lines,	✓					✓	✓	

	and adhere to all applicable city regulations including planting of vegetation compatible with utility lines. [reworded UtP6.6]								
CF-40	Support and participate in the long term planning of water, sewer, electrical and communication facilities that provide for uninterrupted service during natural disasters. [reworded and expanded UTP 7.4]	✓						✓	
CF-41	When utilities are being installed on public property the city should evaluate whether spare conduit for future city telecommunications use should be installed at the same time. (see UTP 7.9 & 7.10)	✓		✓	✓			✓	

Economic Balance

ED-1	Partner with regional and state organizations for economic development initiatives of mutual interest (EDP 2.7)							✓	
ED-2	Consider a variety of approaches to achieving a diverse local economy, including, but not limited to: <ul style="list-style-type: none"> • Business retention and expansion • Business attraction and diversification including entrepreneurship and small business development, and • Developing and maintaining effective public-private partnerships (EDP 3.1) 							✓	
ED-3	Actively market the community by identifying areas for development and target new or expanding businesses for which there is clear opportunity to locate and invest in Covington (EDP 3.3)	✓							✓
ED-4	Strengthen Covington's position as the center of a regional trade area serving Covington and nearby communities readily accessed from the State Route 18 and State Route 516 highway corridors (EDP 5.1)	✓		✓					✓
ED-5	Facilitate continuing education and skill development for residents								✓
ED-6	Encourage regional commercial and employment uses along major transportation corridors to strengthen Covington's economic position within the region (EDP5.8)	✓		✓					✓
ED-7	Facilitate development of lodging, meeting, event and entertainment venues meeting both resident and visitor needs (EDP 5.5)	✓							✓
ED-8	Foster a business climate and site options supporting large employers offering high-wage jobs together with small business and entrepreneurial start-ups (EDP 6.6)	✓							✓
ED-9	Encourage location of higher wage employment- intensive uses to complement downtown area and other mixed-use development in Covington (EDP 6.5)	✓							✓

Disposable Income Growth & Local Spending

ED-10	Prioritize economic development assistance and incentives to businesses and development projects providing opportunity for higher wages (EDP 2.5)							✓
ED-11	Facilitate commute trip reduction by providing more jobs locally for Covington residents (EDP 2.6)	✓		✓				✓
ED-12	Encourage residential and other forms of mixed use development in commercial zones to reduce vehicular traffic, provide for shared parking including eventual transition to structured parking at high demand locations, and maintain development capacity for active ground level commercial use (EDP 5.6)	✓	✓	✓				✓
ED-13	Secure options for transit service, ride sharing, pedestrian-friendly development and other means to reduce the need for vehicular travel and reduce transportation costs (EDP 5.7 reworded)	✓		✓				✓
ED-14	Ensure enough capacity for more housing units to be developed and housing costs to stay affordable	✓	✓					✓

Local Capacity

ED-15	Review development regulations and processes to assure competitiveness with other selected Puget Sound jurisdictions and to suggest options for continued cost-effective public service enhancements (EDP 1.7)	✓						✓
ED-16	Maintain development regulations that are predictable and that balance cost impact with public benefit (EDP 1.2)	✓		✓				✓
ED-17	Support an economic development effort over time with adequate budgets and staffing to insure that it has an appropriate capacity to address economic development threats and opportunities (EDP 3.2)							✓

Quality of Life/Complete Community

ED-18	Establish and maintain positive and proactive inter-jurisdictional relationships with outside service providers such as water, sewer, gas, electric, fire, phone and cable entities throughout the permitting process (EDP 1.5)	✓		✓			✓	✓
ED-19	Develop downtown, neighborhood, community and regional commercial uses with coordinated provision of: <ul style="list-style-type: none"> Adequate transportation, pedestrian and utility infrastructure, Development and design standards to encourage other mixed use, commercial and residential developments that complement but do not unduly compete with realization of the downtown vision; and Allow for open space and parks (EDP 5.2) 	✓		✓	✓		✓	✓
ED-21	Seek cost-effective, innovative, and state of the art solutions for utility and telecommunications infrastructure (EDP 8.5)							✓

ED-22	Encourage community policing and other business and neighborhood community watch programs to improve public safety for both businesses and residences (EDP 1.6)								✓
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Fiscal Sustainability

ED-23	Facilitate economic development that, on balance, provides positive net revenue to the City of Covington in the short and long term (EDP 8.1)	✓							✓
ED-24	Assure that new development is a fiscal benefit except in instances where clear public policy supports additional public investment (EDP 8.2)	✓					✓	✓	
ED-25	Draw on outside regional, state and federal and private/non-profit resources to assist in meeting community infrastructure and public service needs associated with economic development (EDP 8.3)						✓	✓	
ED-26	Encourage a public-private partnership for town center development with proactive tools and incentives to leverage the desired mix of private and public uses with a net long-term economic and financial benefit to the City at the lowest public outlay possible (EDP 4.2)	✓	✓	✓	✓		✓	✓	

Shoreline Uses & Modifications

SMP-1	Design all development and redevelopment activities within the City's shoreline jurisdiction to ensure public safety, enhance public access, protect existing shoreline and water views and achieve no net loss of shoreline ecological functions (SMPP 1.1)	✓			✓	✓			✓
SMP-2	Give preference to water oriented uses over non-water oriented uses	✓							✓
SMP-3	Design new residential development to protect existing shoreline water views, promote public safety, and avoid adverse impacts to shoreline habitats	✓				✓			✓
SMP-4	Recognize the single purpose, irreversible and space consumptive nature of shoreline residential development, with new development providing adequate setbacks and natural buffers from the water and ample open space among structures to protect natural features, preserve views and minimize use conflict	✓				✓			✓
SMP-5	Make proposed economic use of the shoreline consistent with Covington's Comprehensive Plan. Conversely, upland uses on adjacent lands outside of immediate SMA jurisdiction (in accordance with RCW 90.58.340) should be consistent with the purpose and intent of this master program as they affect the shoreline	✓						✓	✓
SMP-6	Avoid road and bridge construction or expansion in the shoreline jurisdiction, unless necessary to serve a permitted shoreline use or found to be within the public interest			✓		✓			✓
SMP-7	Minimize new stream crossings associated with transportation. Where necessary, culverts or bridges should be designed to provide for stream functions such as fish passage and accommodate the flow of water, sediment and woody debris during storm events			✓		✓			✓

SMP-8	Discourage new primary utilities in the SMA jurisdiction, utilizing existing transportation and utility sites, rights-of-way and corridors whenever possible. Joint use of rights-of-way and corridors should be encouraged					✓	✓	✓
SMP-9	Encourage Low Impact Development (LID) and “Green Building” practices, such as those promulgated under the Leadership in Energy and Environmental Design (LEED) and Green Built programs and – in some cases – require them for new development within the shoreline jurisdiction	✓		✓		✓	✓	✓
SMP-10	Permit shoreline stabilization only when it has been demonstrated that shoreline stabilization is necessary for the protection of existing legally established structures and public improvements, and that there are no other feasible options to the proposed shoreline stabilization that have less impact on the shoreline environment	✓				✓		✓
SMP-11	Restrict new piers and to the minimum size necessary and permitted only when the applicant has demonstrated that a specific need exists to support the intended water-dependent use					✓		✓

Shoreline Conservation

SMP-12	Protect shoreline process and ecological functions through regulatory and nonregulatory means that may include acquisition of key properties, conservation easements, regulation of development within the shoreline jurisdiction, and incentives to encourage ecologically sound design (SMPP 2.1)	✓				✓		✓
SMP-13	Reclaim and restore areas, which are biologically and aesthetically degraded to the greatest extent feasible while maintaining appropriate use of the shoreline	✓				✓		✓
SMP-14	Preserve and enhance vegetation along shorelines to protect and restore the ecological functions and ecosystem-wide processes performed by upland and aquatic vegetation. Native plant communities within the shoreline environment should be protected and maintained. All clearing and grading activities should be designed and conducted to avoid and minimize impacts to wildlife habitat; sedimentation of creeks, streams, ponds, lakes, wetlands and other water bodies; soil hydrology and water quality	✓				✓		✓
SMP-15	Locate, design, construct and maintain all shoreline uses and activities to minimize adverse impacts to water quality and fish and wildlife resources including spawning, nesting, rearing, and feeding areas and migratory routes	✓				✓		✓
SMP-16	Identify, protect, preserve and restore important archaeological, historical and cultural sites located in shoreline jurisdiction of Covington for their educational and scientific value, as well as for the recreational enjoyment of the general public	✓					✓	✓

Public Access & Recreation

SMP-17	Ensure new public access does not adversely affect the integrity and character of the shoreline, or threaten fragile shoreline ecosystems by locating new access points on the least sensitive portion of the site and providing mitigation so			✓	✓	✓		✓
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	there is no net loss of shoreline function (SMPP 3.1)								
SMP-18	Require public access provisions for all shoreline development and uses, except for water dependent uses, existing single-family dwellings, and new individual single-family residences not part of a development planned for more than four parcels (SMPP 3.2)	✓		✓	✓	✓			✓
SMP-19	Emphasize water oriented uses in recreational facilities in the shoreline jurisdiction (SMPP 3.3)	✓			✓				✓
SMP-20	Ensure continued recreational use of Camp McCullough on Pipe Lake and consider possible future public access through an agreement, easement, or acquisition in the event of future development and conversion to a nonrecreational use (SMPP 3.5)				✓		✓		✓
SMP-21	Provide and enhance shoreline access to Jenkins Creek and Big Soos Creek through fee simple acquisition, easements, signage of public access points, and designation and design of specific shoreline access areas for wildlife viewing (SMPP 3.6)	✓		✓	✓	✓	✓		✓

Appendix B – Implementation Actions

The following list of implementation actions compiles the implementation actions listed in each individual element, with each action based on the plan’s policy direction and prioritized according to public input during the process. The table also identifies which elements are served by each implementation action, showing where a single action can help advance multiple interests.

This implementation action table is a placeholder pending completion of the transportation analysis and capital facilities plan.

Action Item		Relevant to:							
		Land use	Housing	Transportation	PROS	Natural environment	Capital facilities & utilities	Economic development	Shorelines
A-1	Adopt a Transportation Roadway Needs Plan that identifies future arterial right-of-way requirements, roadway cross-sections, functional classifications, and implementation strategies.								
A-2	Employ professionally accepted methods of determining existing and future traffic conditions, and evaluating the impacts of potential development projects.								
A-3	Require dedication of right-of-way, as well as design and improvement of roadways consistent with the City's Transportation Roadway Needs Plan.								
A-4	Identify currently deficient and unsafe traffic conditions in the City of Covington's street network system and develop corrective solutions.								
A-5	Conduct studies of local access and neighborhood circulation, and where problems are encountered, implement circulation modifications.								
A-6	Implement an on-going traffic count program for the arterial roadway system to monitor traffic conditions and continuing growth.								
A-7	Prepare a congestion management plan for areas where traffic congestion during peak periods is of highest concern.								
A-8	Establish regulations and strategies to improve the flow of traffic into and out of retail commercial areas, such as: acceleration/ deceleration lanes, wide radius driveway access, restricted or consolidated access strategies, and parking reduction efforts.								
A-9	Implement a strategy that involves development of regional storm water management facilities that provide integration of storm water treatment, detention, and/or infiltration with open space or recreational opportunities as the preferred method of storm water management								

Appendix C – Public Engagement Summary

This appendix will include the public engagement process summary, much of which has already been transmitted to the City. The complete version – reflecting the process to date – is prepared in InDesign and is included in this draft's transmittal binder.

Appendix D – Existing Conditions Assessment

Incorporated in 1997, Covington is nestled in the hills of the southeast King County with Maple Valley to the east, Auburn to the southwest, and Kent to the west. Neighborhoods in Covington offer attractive, relatively affordable housing within convenient driving distance of the I-5 corridor.

This existing conditions summary relates the land use, housing, transportation, capital facilities, utilities and economic conditions in place at the time of this plan update’s preparation. It is not intended to be an exhaustive examination of the community’s make up. Rather, it is intended to present information relevant to the planning process, establishing a firm foundation for the policy revisions included in the plan. Excerpts from this summary appears in the plan update, too, providing insight into the issues this plan update must address.

Land Use

Existing Land Uses

Covington is composed of a variety of land uses, with approximately 3,286 acres within its city limits (excluding lakes and roads). The distribution of those land uses is shown in Table D-1.

Table D-1 - Existing Land Use

Existing Land-Use Category	Acres	% of Total
Single Family	1,813	55.17%
Mobile Home Park	17	0.53%
Commercial	68	2.06%
Office	9	0.29%
Industrial	10	0.29%
Public Utility	107	3.24%
Reclaimed Mining/Quarry & Batch Plant	181	5.52%
Schools/Library	152	4.64%
Churches	67	2.03%
Open Space	137	4.17%
Vacant lands	651	19.82%
Undetermined use	73	2.24%
Total (excluding lakes and roads)	3,286	100%

With more than 55% of its land devoted to single-family uses, Covington is predominantly residential. Much of the nearly 20% of the existing vacant land is also planned for single-family residential use, though the expected density of future single-family development is mostly greater than what exists today.

Existing Comprehensive Plan Land Use Designations

The City’s comprehensive plan land use map designates future land uses for approximately 3,343 acres within Covington’s urban growth area. As envisioned, more than 56% of the community’s land area will be developed into single-family residential neighborhoods. The City’s next largest land use designation is in the Town Center, with more than 12% - or 414 acres – of Covington’s land area. Much of that area within the Downtown designation will involve development of vacant land and the redevelopment of several parcels – including the Covington Elementary School. The envisioned land uses within the Town Center designation are varied, with a mix of attached housing, professional offices, “main street” style retail and mixed use, general commercial and open space.

Table D-2 - Future Land Use

Future Land-Use Category	Acres	% of Total
Low Density Residential 4du/ac	545.19	16.65%
Medium Density Residential 6du/ac	819.67	25.03%
High Density Residential 8du/ac	414.52	12.66%
MultiFamily	21.18	0.65%

Downtown Commercial	483.92	14.78%
Neighborhood Commercial	5.85	0.18%
Community Commercial	4.38	0.13%
Regional Commercial	55.62	1.70%
Mineral	132.76	4.05%
Public Use	197.94	6.05%
Public Utility	106.59	3.26%
Open Space	145.23	4.44%
Roadway	6.99	0.21%
Urban Separator	334.28	10.21%
Total	3,274.11	100.00%

Source: King County GIS, Planning Thematic Shapefile, downloaded 10/21/14

The third largest land use category is the Urban Separator designation, providing for “greenbelt” areas within Covington’s UGA and city limits. More than 343 acres in Covington are planned for extremely low intensity development, accommodating utility corridors, stream channels and other features that are essentially unsuitable for development. The combination of the Urban Separator, Open Space, Public Use and Public Utility areas dedicates almost 24% of Covington’s land area to little or no development.

Covington’s future land uses include no Mineral or Industrial areas, anticipating that those uses now existing will discontinue operations during the 20-year planning period.

Existing Zoning

Covington’s zoning map and development regulations are regularly updated to reflect the comprehensive plan’s future land uses and the various planning initiatives the City has completed. For instance, the City updated its zoning map and zoning regulations to reflect the Town Center plan’s recommendations, revising zoning designations and amending the development regulations to reflect the new designations and increased control over project design. Similarly, the City amended its maps and regulations to implement the recently-adopted Shoreline Master Plan, instituting new shoreline and critical areas requirements to reflect those contained in the SMP.

The zoning map consists of multiple districts, each consistent with the comprehensive plan’s future land use map. Table X.OX identifies those zoning districts that implement the various future land use map designations.

Table D-3 - Corresponding Land-Use Designations & Zoning Districts

Comprehensive Plan Designation	Zoning
SFL Single Family Residential	R-4 Residential 4 Units Per Acre
SFM Single Family Residential	R-6 Residential 6 Units Per Acre
SFH Single Family Residential	R-8 Residential 8 Units Per Acre
DN Downtown Commercial	DN Commercial, Downtown
NC Neighborhood Commercial	CN Commercial, Neighborhood
CC Community Commercial	CC Commercial, Community
HPS Hawk Property Subarea	<p><i>Pending a rezone consistent with Hawk Property Subarea Plan, the Mineral zone applies on an interim basis. Future zoning consistent with approved Hawk Property Subarea Plan Ord 1-14 includes the following:</i></p> <p>R-6 Residential 6 Units Per Acre R-12 Residential 12 units per acre MR Mixed Residential RCMU Regional Commercial Mixed Use</p>
I Industrial	I Industrial
M Mineral	M Mineral
EP Public Use	<i>All underlying zones</i>
EPU Public Utility	<i>All underlying zones</i>
US Urban Separator	US Urban Separator
OSPF Open Space/Public Facility	PF Public Facility
URO Urban Reserve Overlay	UR Urban Reserve

Zoning designations reflect the Town Center plan land use configuration, and the City anticipates updating its zoning map to reflect pending zoning changes to the Hawk Property.

Housing

Covington is a suburban community, housing most of its residents in single-family neighborhoods. The number of attached housing units is increasing, however, with even more anticipated to be built within this plan update’s planning period. Covington’s population will grow, and plans call for increased housing densities near the Town Center and in the Hawk Property Subarea.

Demographic Profile

In April of 2014, Covington’s population was estimated at 18,480 residents. Little more than 13,000 residents lived in Covington when it was established. Ten years later the population had increased by over 27%, which is quite rapid growth. This youthful City’s population growth slowed and currently averages around 2% per year.

For the purpose of consistency, most of the data presented in this document is from the year 2012 due to this being the most current data available from the American Community Survey (ACS). The U.S. Census Bureau prepares 5-year estimates for cities smaller than 20,000 residents, which are generally released one year after data has been collected. The 2013 5-year estimates are scheduled to release in part on December 1, 2014. Relevant data is offered in the most current form available, however comparisons and data that may be used in such a manner is presented in 2012. Data regarding commuting patterns is most current for the year 2011 and presented as such.

Table D-4 Historic Population Growth Covington Washington 1998 to 2014

Year	1998	2003	2008	2013	2014
Covington	13,614	14,879	17,356	18,100	18,480
Percent Growth		9%	17%	4%	2%

Source: Office of Financial Management, *April 1 intercensal estimates of population and housing*

Covington’s 2012 number of persons per household was 3.07, larger than King County’s at 2.39 persons per household as shown in Table D-5. The median household income (Table D-5) in Covington follows a similar trend by exceeding the King County median (average) income (\$71,175) by more than \$20,000 at \$92,023 annual income per household in 2012. Unemployment rates in Covington and King County are both around 5% in 2012. The percent residents with a bachelor’s degree or higher in Covington is 24%, which is approximately half of the King County percent of 46% as shown in Table D-5. Additionally, the percent of employed persons commuting to work is nearly identical in Covington (92%) and King County (91%)(see Table D-5).

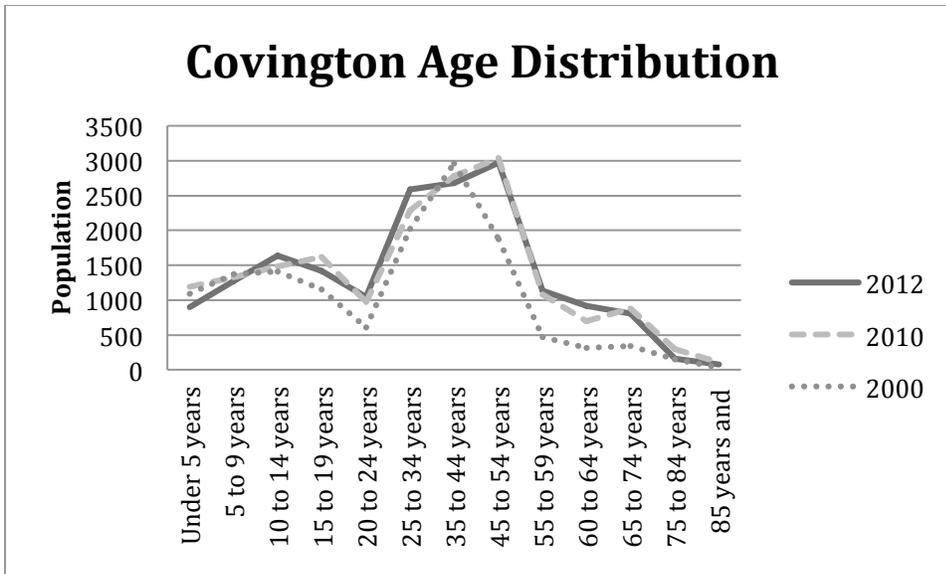
Table D-5 Demographic Summary of Covington and King County, Washington 2012

Demographic Summary	Covington	Percent of Total	King County	Percent of Total
Total Population 2013	17,579		1,940,777	
Total households	5,715		796,555	
Household size (owner occupied)	3.07		2.39	
Median household income	\$92,023		\$71,175	
Median individual income	\$43,740		\$40,193	
Unemployment rate		5.0%		5.2%
Population in civilian workforce	10,023		1,105,164	
Commute to work	9,266	92%	1,004,804	91%
Ethnicity: Caucasian	14,323	81%	1,356,608	70%
Ethnicity: Asian	1,364	8%	282,493	15%
Ethnicity: African American	718	4%	118,815	6%
Ethnicity: Native American	158	1%	14,772	1%
Ethnicity: Other	1,016	6%	168,089	9%
Hispanic origin	1,493	8%	171,701	9%
Percent high school graduate or higher		91%		92%
Percent bachelor's degree or higher		24%		46%

Source: US Census, ACS 2008-2012

Figure D-1 charts Covington's age distribution for the years 2000, 2010 and 2012, with a peak ranging between 35 to 54 years old. The distribution has remained relatively consistent over those 12 years, but the community appears to be aging. This will almost certainly influence the housing market as household housing needs change.

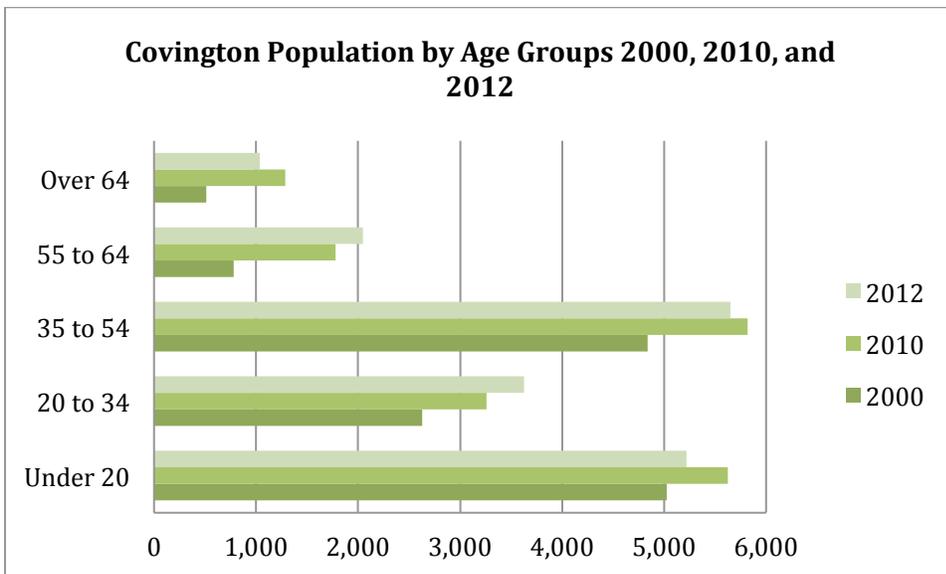
Figure D-1 Age Distribution in Covington, WA for the Years 2000, 2010, and 2012



Source: US Census

Figure D-2 adds more clarity, illustrating how the community’s predominant age groups are poised either to enter into retirement or to make the life-directing choices of early adulthood. Both factors may result in shifts in housing demand away from larger single-family homes, as householders become either empty-nesters or retirees. Those in the younger age groups, emerging into their own adulthood may move away from town or into smaller housing units in Covington. Few will likely remain in the houses of their childhood.

Figure D-2 Population Groups in Covington, WA for the years 2000, 2010, and 2012

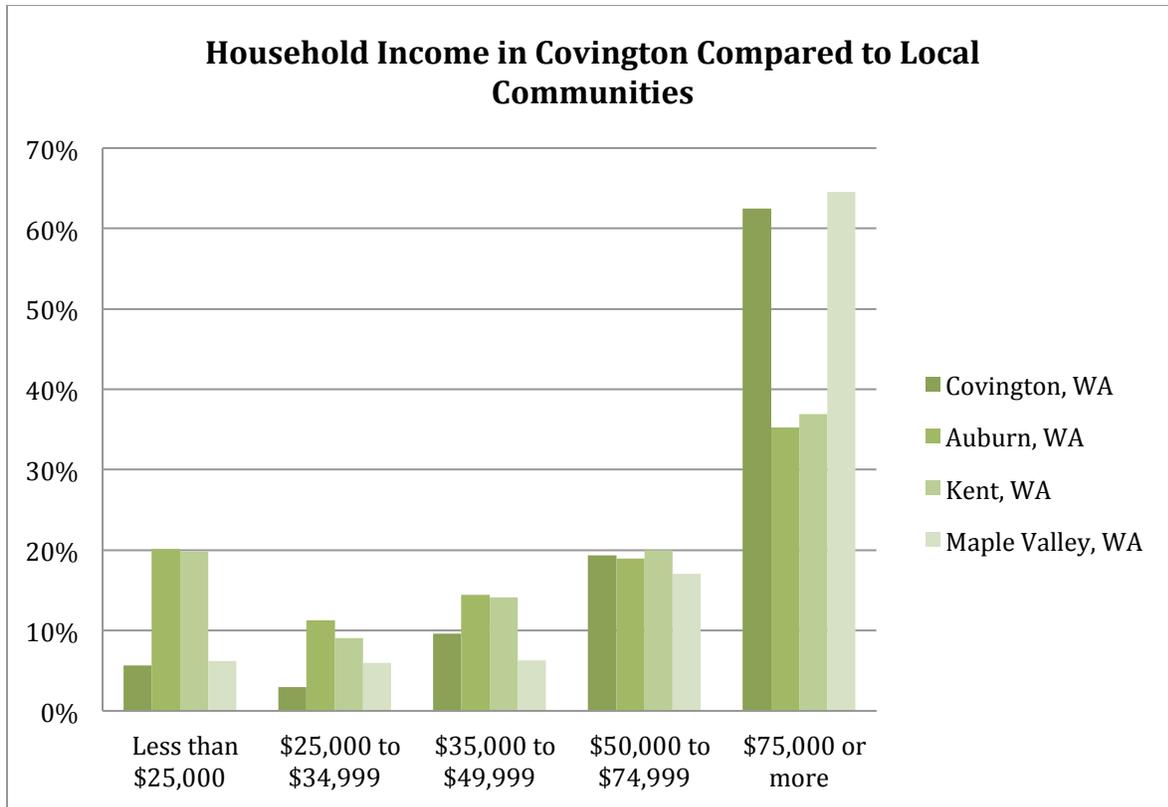


Source: US Census

Housing Profile

Covington and Maple Valley have relatively high household incomes, with more than 60% of households earning more than \$75,000 per year. Eighty percent of Covington’s households earn more than \$50,000 per year, with a median household income of more than \$92,000.

Figure D-3 Household Income Comparison in Covington, WA and surrounding Communities, 2012



Source: US Census, ACS 2008-2012

Tables D-6 through D-8 provide more comparative detail between Covington and its surrounding communities, indicating that Covington’s residents are more fully employed and earning higher incomes than most. Maple Valley appears to fare better economically than Covington, but the picture overall is that Covington is a relatively prosperous community.

Table D-6 Employment and Income Comparison in Covington, WA and Surrounding Communities

	Covington, WA		Auburn, WA		Kent, WA		Maple Valley, WA	
	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent

EMPLOYMENT STATUS

In labor force	10,062	75%	6,629	67%	57,468	69%	12,066	74%
Employed	9,521	71%	32,658	60%	52,078	63%	11,304	69%
Unemployed	502	4%	3,868	7%	5,152	6%	746	5%

INCOME AND BENEFITS

Total households	5,715	5,715	26,968	26,968	38,675	38,675	7,914	7,914
Less than \$25,000	321	6%	5,424	20%	7,681	20%	491	6%

\$25,000 to \$34,999	169	3%	3,036	11%	3,506	9%	474	6%
\$35,000 to \$49,999	551	10%	3,891	14%	5,459	14%	497	6%
\$50,000 to \$74,999	1,104	19%	5,106	19%	7,739	20%	1,347	17%
\$75,000 or more	3,570	62%	9,511	35%	14,290	37%	5,105	65%

Source: US Census, ACS 2008-2012

Table D-7 Median Income Comparison in Covington, WA and Surrounding Communities

Category	Covington, WA	Auburn, WA	Kent, WA	Maple Valley, WA
Median HH income	92,023	54,329	58,477	98,604
Median family income	95,731	65,718	67,858	104,711
Median nonfamily income	74,063	35,858	40,479	62,938
Median income for individual workers	43,740	32,013	32,139	51,986
Median income for male full-time workers	66,912	51,740	50,926	78,516
Median income for female full-time workers	44,516	40,274	39,849	55,137

Source: US Census, ACS 2008-2012

Table D-8 Percent of Poverty Level Income Comparison in Covington, WA and Surrounding Communities

Category	Covington, WA	Auburn, WA	Kent, WA	Maple Valley, WA
All families	4.6%	10.4%	13.1%	3.2%
Married couple families	2.3%	5.6%	7.8%	2.3%
Families with female householder	14%	26%	34%	10.6%
All people	6%	15%	15.7%	4%
Unrelated individuals 15 years and over	15%	28%	20%	9.4%

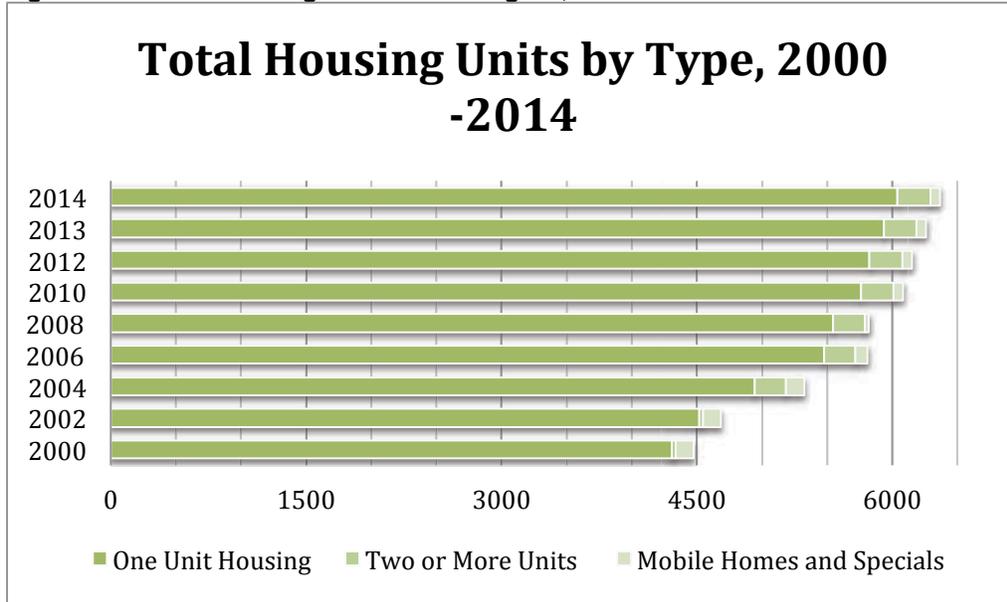
Source: US Census, ACS 2008-2012

Housing Affordability

The vast majority of housing in Covington is single-family, detached. Duplexes, apartments and other forms of housing constitute less than 7% of the total, though the number has been increasing over the last decade.

Insert more data on housing affordability.

Figure D-4 Total Housing Units in Covington, WA from 2000 to 2014



Source: Washington State OFM

Housing Age and Condition

While Covington incorporated in 1997, much of its development occurred before then.

Insert data on housing age and condition.

Population & Employment Targets & Capacity

The City of Covington, King County and PSRC have contributed to population and employment forecasts and buildable land capacity analyses. These efforts have provided population and employment targets, as well as an overall development capacity for the area within Covington's UGA and city limits. The population and employment targets are lower than the development capacity, confirming that growth over the next 20 years in both population and jobs can be accommodated within the city's overall development capacity. The various forecasts and targets are not entirely consistent, so this plan update must make several assumptions to identify housing and employment targets that are reasonable and that coincide with the 2035 planning horizon.

King County allocates population and employment growth among its various incorporated jurisdictions and unincorporated areas through its Countywide Planning Policies, assigning housing and employment targets. The CPPs obligate jurisdictions to plan for the targets, even though they may not actually be reached by the end of the planning period. The most recent targets provided by King County – for the planning period of 2006 – 2031 – constitute one part of Covington's housing and employment forecast. But this forecast falls short of the year 2035 planning horizon for this update.

According to PSRC, Covington can expect a 10% population growth between 2014 and 2035, slowing the community's rate of growth from the previous decade. This forecast indicates that Covington's population will increase by 1,861, resulting in a 2035 population of 20,341 residents. This is the population forecast used for this plan (Table D-9).

Table D-9 – Covington Population 2000 - 2035

	2000 Population Census	2003 Population Estimate	2010 Population Census	2014 Population Estimate	2025 Population Forecast	2031 Population Forecast	2035 Population Forecast
Population	13,783	14,879	17,575	18,480	19,231	19,897	20,341
Difference		1,096	2,696	905	-	-	1,861
% Change		7.95	18.12	5.15	-	-	10.07

Source: Office of Financial Management; PSRC, Land Use Targets Maintenance Release 1 (forecast)

Table D-10 translates this population forecast into a target for the new housing units needed to accommodate it. The end result is based on a combination of forecasts, including work performed by King County in its 2014 Buildable Lands Report (BLR), the City of Covington (2014 update to the 2012 BLR), and PSRC in its 2014 land use target forecast. Covington can expect to need another 1,149 housing units to meet its forecast population growth.

Table D-10 – Covington Housing Growth Targets 2000 - 2035

2012 Units	2006-2031 CPP Targets	2012-2031 BLR Update Remaining Target	2035 forecast need*
6,164	1,470	1,096	1,149

Sources: King County Buildable Lands Report 2014; Table DP-1 of the 2012 Countywide Planning Policies, King County; Puget Sound Regional Council, Land Use Targets, 4-14-14

* The 2035 forecast need is based on the PSRC Land Use Target forecast dated 4-14-14 minus the 2012 existing units

Housing capacity, however, is a different issue, identifying how many units can be developed given the available land within Covington's UGA. Development capacity assumes the full development and improvement of all buildable vacant land and all underutilized land according to future land use designations within the UGA. For the purpose of this analysis, underutilized land consists of land suitable for building at a higher use or density than its current use.

King County’s 2014 BLR, using data from 2012, asserted that Covington’s UGA can accommodate another 2,926 units. The City of Covington, after adopting its Hawk Property Subarea Plan, amended its available residential capacity in 2014, increasing it to accommodate another 4,672 units while also taking into account units that had been developed since 2012. This new capacity number is not reflected in the 2014 King County BLR report, but it does reflect a more accurate perspective on Covington’s available residential capacity. It is the number used in this plan.

Table 2.04 illustrates how this housing capacity as determined by the City of Covington (2014 Corrected Land Capacity Results) compares to the forecast housing targets as claimed by King County (CPP, Table DP-1), King County (2014 BLR update, City of Covington), and PSRC (2014 Land Use Target Forecast). It indicates a surplus of residential capacity, confirming that adequate land is available to accommodate forecast residential development regardless of which target forecast is applied.

Table D-11 – Covington Housing Capacity v. Targets (in housing units)

	CPP King County (2031)	BLR City of Covington (2031)	PSRC (2035)
Capacity	4,672	4,672	4,672
Target	1,470	1,096	1,149
Surplus	3,202	3,576	3,523

Sources: King County Buildable Lands Report 2014; Corrected Land Capacity Results – City of Covington Memo 2014; Table DP-1 of the 2012 Countywide Planning Policies, King County; Puget Sound Regional Council, Land Use Targets, 4-14-14

The King County Countywide Planning Policies indicate that Covington should plan for an additional 1,320 jobs between the years 2006 and 2031 for a total of 5,916 jobs. According to PSRC, Covington can expect an additional 1,538 jobs between 2012 and 2035, for a total of 6,135 jobs in 2035. This latter forecast is the one used for this plan. Table D-12 compares the numbers.

Table D-12 - 2031 Covington Employment Target

Existing employment (2012)	2006-2031 CPP Target	PSRC employment 2012-2035 *
4,596	1,320	1,538

Sources: King County Buildable Lands Report 2014; Table DP-1 of the 2012 Countywide Planning Policies, King County; Puget Sound Regional Council, Land Use Targets, 4-14-14

* The 2035 forecast need is based on the PSRC Land Use Target forecast dated 4-14-14 minus the 2012 existing units

The employment forecasts vary widely, but the City has a surplus of available land to accommodate whichever one actually emerges as closest to reality (Table D-13). According to the City of Covington’s 2014 Corrected Land Capacity Results, Covington’s UGA has room to accommodate an additional 6,066 jobs. Much of this capacity is due to the adoption of the Hawk Property Subarea Plan and the Town Center plan’s concept of high-intensity mixed use.

Table D-13 – Covington Employment Capacity v. Targets (in number of jobs)

	King County CPP (2031)	PSRC (2035)
Capacity	6,066	6,066
Target	1,320	1,538
Surplus	4,746	4,528

Sources: King County Buildable Lands Report 2014; Corrected Land Capacity Results – City of Covington Memo 2014; Table DP-1 of the 2012 Countywide Planning Policies, King County; Puget Sound Regional Council, Land Use Targets, 4-14-14

What these jobs will look like is difficult to predict. The market will determine which employers will come to Covington and which sectors will grow or decline. There is information, however, on the types of jobs now offered in Covington and on the types of jobs today’s Covington residents hold.

Covington’s resident employment profile favors manufacturing, retail and health care sectors, consistent with the community’s suburban location near the Central Puget Sound’s manufacturing and industrial areas. The vast majority of Covington’s workforce leaves Covington for their jobs, with only a small percentage of workers who both reside and work in Covington (see Table D-14). Of the 3,385 jobs actually located in Covington – most of which are filled by non-Covington residents, the sector breakdown shows concentration in retail, health care, and accommodation/food services.

Table D-14 – Jobs by NAICS Industry Sector

	Employees in City		Resident Employment	
	Count	Share	Count	Share
Agriculture, Forestry, Fishing and Hunting	3	0.1%	30	0.3%
Mining, Quarrying, and Oil and Gas Extraction	0	0.0%	7	0.1%
Utilities	1	0.0%	47	0.5%
Construction	328	9.7%	521	5.9%
Manufacturing	6	0.2%	1,234	14.0%
Wholesale Trade	156	4.6%	584	6.6%
Retail Trade	1,170	34.6%	959	10.9%
Transportation and Warehousing	9	0.3%	460	5.2%
Information	41	1.2%	293	3.3%
Finance and Insurance	58	1.7%	246	2.8%
Real Estate and Rental and Leasing	8	0.2%	126	1.4%
Professional, Scientific, and Technical Services	102	3.0%	468	5.3%
Management of Companies and Enterprises	3	0.1%	159	1.8%
Administration & Support, Waste Management and Remediation	56	1.7%	392	4.4%
Educational Services	7	0.2%	769	8.7%
Health Care and Social Assistance	397	11.7%	951	10.8%
Arts, Entertainment, and Recreation	39	1.2%	187	2.1%
Accommodation and Food Services	595	17.6%	600	6.8%
Other Services (excluding Public Administration)	324	9.6%	465	5.3%
Public Administration	82	2.4%	328	3.7%
Total	3,385	100.0%	8,826	100.0%

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2011).

Covington strives to have a healthy economic structure by providing for orderly and efficient economic development while at least maintaining - and potentially increasing - its jobs-per-household balance. The

major component of future non-residential development includes diverse opportunities for commercial and office activities, with a significant portion of land appropriate for mixed-use buildings.

However, a zoning-based methodology may not account for employment occurring in other zones. For example, the single largest employer in Covington is government/education, with 906 jobs. That constitutes approximately 20 percent of Covington's workforce. Almost all of these jobs are located in schools which are included in the Public Use zoning district. Likewise, the fast-growing home-based employment sector may also contribute to overall employment capacity, with jobs occurring in residential zones.

Economic Development

Population and housing trends provide an understanding of the pace and character of growth within the City of Covington. As shown in Figure E-1, Covington's population has grown fairly rapidly since 2000 with an annual average growth rate of 2.1%. The fastest period of growth was from 2000 to 2006. Population growth was relatively flat from 2006 to 2010, but has picked up again as shown in Figure E-2.

The largest share of the populations is family age adults (age 35-54) and children (age under 20) in both 2000 and 2012. The population has aged since 2000 with the population over 55 growing the fastest, which more than doubled in population since 2000 (see Figure E-2).

Corresponding to population growth, the City added about 1,700 units since 2000, leading to an average annual growth rate of 2.5%. Since 2007, housing has slowed, but maintained a positive average annual growth rate of 1.4%. The vast majority of units (greater than 95%) built in Covington over the last 13 years are single family homes (see Figure E-4).

Between 2000 and 2010, Covington added over 800,000 square feet of commercial space (see Figure E-6). By 2010, 82% of commercial space in Covington was for retail uses. The vast majority of the new space built (88%) was also retail uses that occurred in 2004, 2008, and 2009.

Figure D-5 Commercial Square feet, 2000-2010 (Insert Exhibit 3. Commercial Square Feet, 2000-2010 from ECONorthwest)

Taxable Retail Sales

Retail sales reflect spending that occurs within the city and indicate whether or not a city is attracting spending from outside the city or losing spending to other communities.

Figure D-6 Taxable Retail Sales (TRS), Inflation Adjusted, 1998-2013 (Insert Exhibit 4. Taxable Retail Sales (TRS), Inflation Adjusted, 1998-2013 from ECONorthwest)

Taxable retail sales have grown considerably from 2003 to 2013. Total sales dipped during the recession starting in 2008, but sales increased between 2011 and 2013. The retail sector accounts for most of the growth. From 2003 to 2011, retail sales grew at an average annual rate of 15.7% as shown in Figure E-6.

Employment

Employment by sector provides an understanding of the drivers of local growth and employment in Covington.

Figure D-7 Total Covered Employment; 2000-2013 (Insert Exhibit 5. Total Covered Employment, 2000-2013 from ECONorthwest)

Covington has realized strong employment from 2003 to 2013 as indicated in Figure E-7, which corresponds to growth in TRS. Services, retail, and education makeup the largest shares of the City's employment base. Retail sector employment has grown the most and the fastest from 2003 to 2013. Service sector employment in Covington is primarily in personal services, which follow population growth.

Figure D-8 Annual Earnings for Jobs in Covington, 2002 and 2011 (Insert Exhibit 6. Annual Earnings for Jobs in Covington, 2002 and 2011 from ECONorthwest)

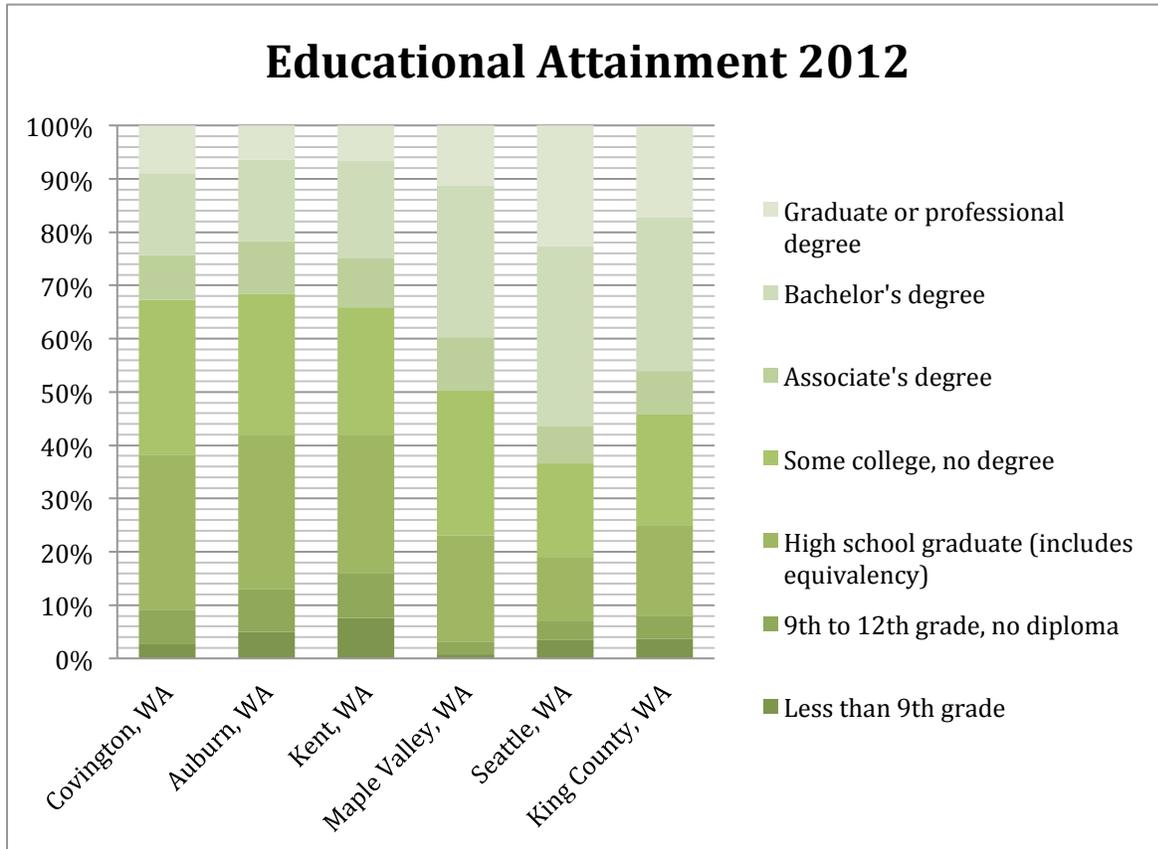
The large share of jobs in Covington has annual earnings below \$40,000 per year as shown in Figure E-8. Annual earnings for jobs in Covington are likely lower than elsewhere due to the City's large share of retail and service jobs, which typically pay lower wages. However, the median level of earnings for workers that also live in Covington in 2012 was \$43,740, which is higher than the King County median earnings for workers of \$40,193 (see Table E-2).

Educational Attainment and Income

Educational attainment and income provides an understanding of the types of jobs that residents of Covington hold. It also indicates if they are well paid, and whether or not their jobs require high levels of education.

The median household income in Covington in 2012 was \$92,023, which is substantially higher than the King County median household income of \$71,834 (see Table E-2). However, the share of residents with a bachelor's degree or higher in 2012 in Covington was 24%, which is significantly lower than the King County share of 46% (see Table E-2). As well, the share of residents with only a high school degree or less increased from 2000 to 2012. The higher incomes and lower levels of educational attainment in Covington indicate a number of residents have well paying jobs that do not require higher levels of education.

Figure D-9 Educational Attainment in Covington, WA in Comparison with Other Communities in King County



Source: US Census, ACS 2008-2012

Commuters

Commute flows indicate if a city is an employment center that draws employees in from outside its boundaries, or if it is more of a bedroom community where residents leave to work outside city limits. Table D-15 shows Covington is consistent with surrounding communities in that nearly all workers commute an average of 32.5 minutes to work.

Table D-15 Percent Commuters and Mean Travel Time in Covington, WA and Surrounding Communities 2012

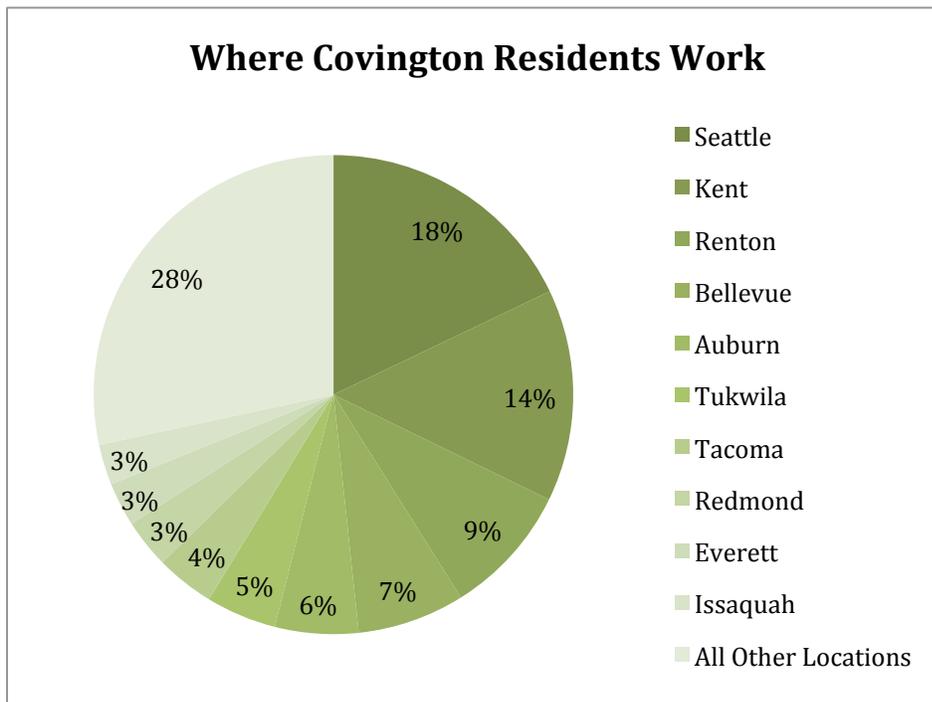
Commuters	Covington, WA	Auburn, WA	Kent, WA	Maple Valley, WA
Workers 16 years and over 2011	97%	98%	98%	98%
Workers 16 years and over 2012	92%	87%	89%	91%
Mean travel time to work (minutes) 2011	33.7	29.3	28.8	38
Mean travel time to work (minutes) 2012	33.6	29.3	29.5	37.4

Source: US Census, ACS 2008-2012, ACS 2007-2011

Most residents of Covington work elsewhere. In 2011, less than 200 people lived and worked in Covington, which is relatively unchanged in 2011. The jobs-housing balance has moved closer to a ration of 1:1, but the City is still weighted toward more housing. In 2013, the jobs-to-housing ratio was 0.77 compared to 0.57 in 2000. Almost all people who work in Covington live outside of the City. Less than 200 people live and work in Covington.

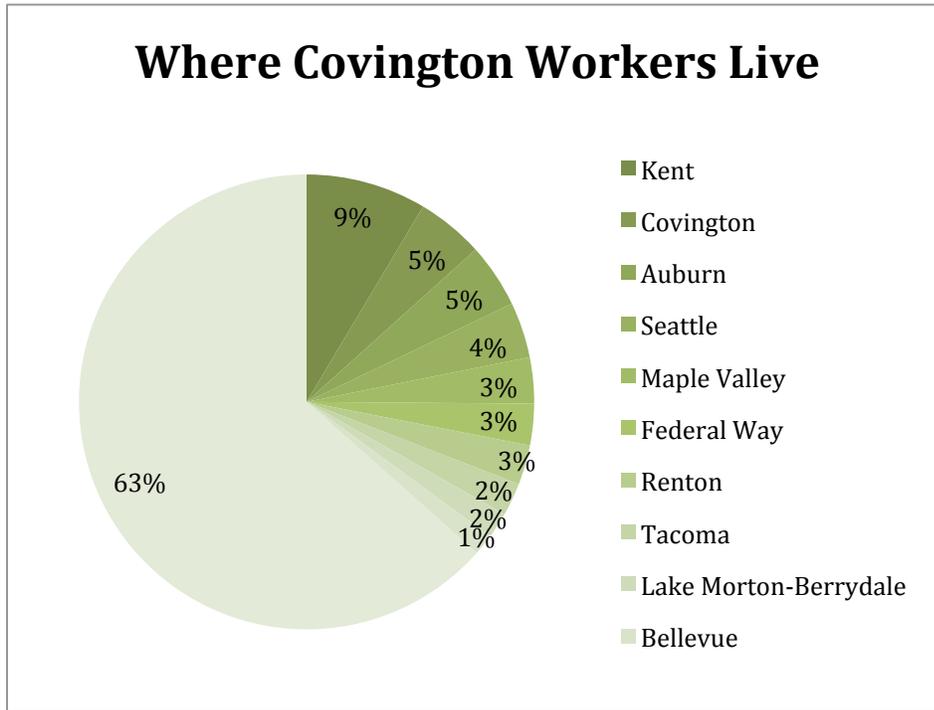
Figure D-10 Where Covington Residents Work, 2000 and 2011 (Insert Exhibit 8. Where Covington Residents Work, 2000 and 2011 from ECONorthwest)

Figure D-11 Commute Destinations of Covington, WA Residents in 2011



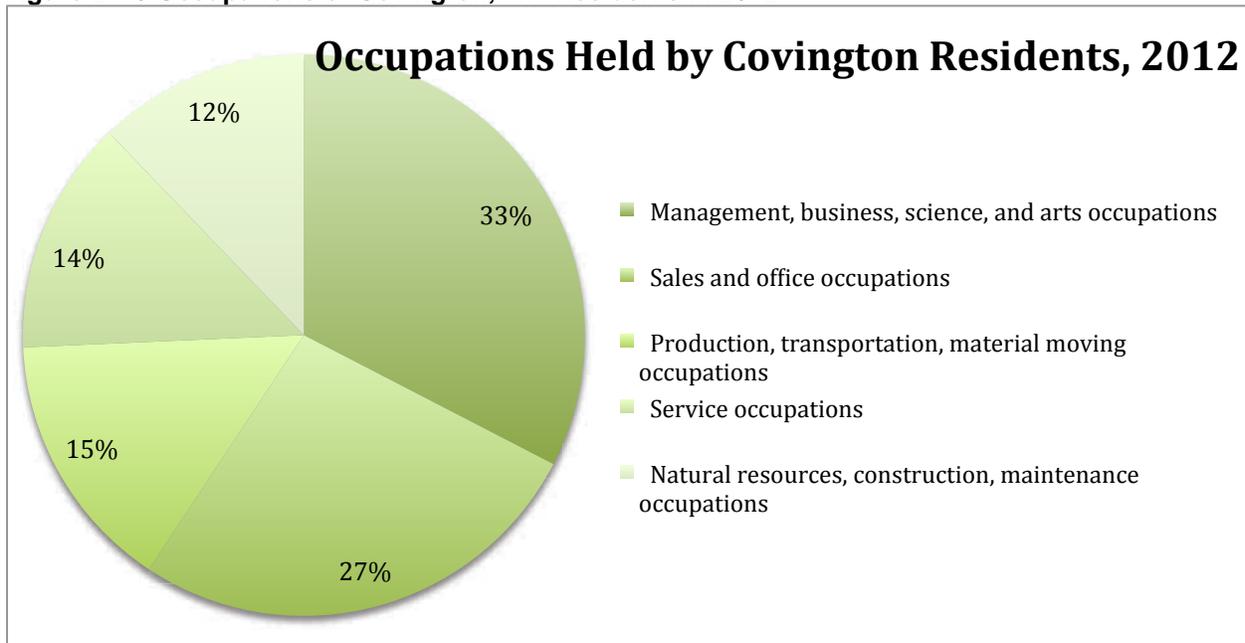
Source: US Census, On The Map, 2011

Figure D-12 Place of Residence where Covington, WA Workers in 2011



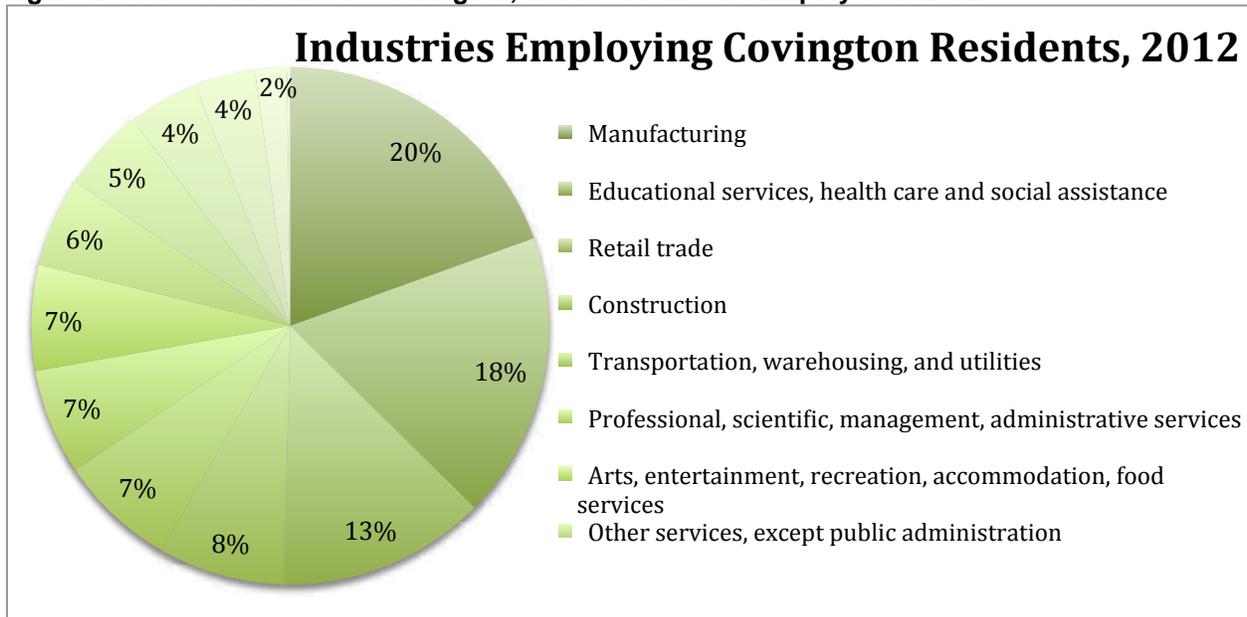
Source: US Census, On The Map, 2011

Figure D-13 Occupations of Covington, WA Residents in 2012



Source: US Census, ACS 2008-2012

Figure D-14 Industries Where Covington, WA Residents are Employed in 2012



Source: US Census, ACS 2008-2012

Transportation

A variety of published documents providing information about Covington’s existing transportation system support the City of Covington’s 2015 Comprehensive Plan Update. This portion of the existing conditions appendix summarizes major findings, by mode, and references the Hawk Property Planned Action EIS (City of Covington, June 2013), which includes much of the original analysis referenced here.

Overall

In recent years, the City has made substantial investments toward creating a transportation network that is welcoming and appealing to all modes. The construction of attractive roundabouts, tree-lined streets, and investments in the Town Center all work together to create a safer transportation system that provides for more pleasant walking and biking in Covington. However, this focus on all modes is relatively recent, and substantial additional planning and resources will be required to address decades of planning primarily for automotive travel.

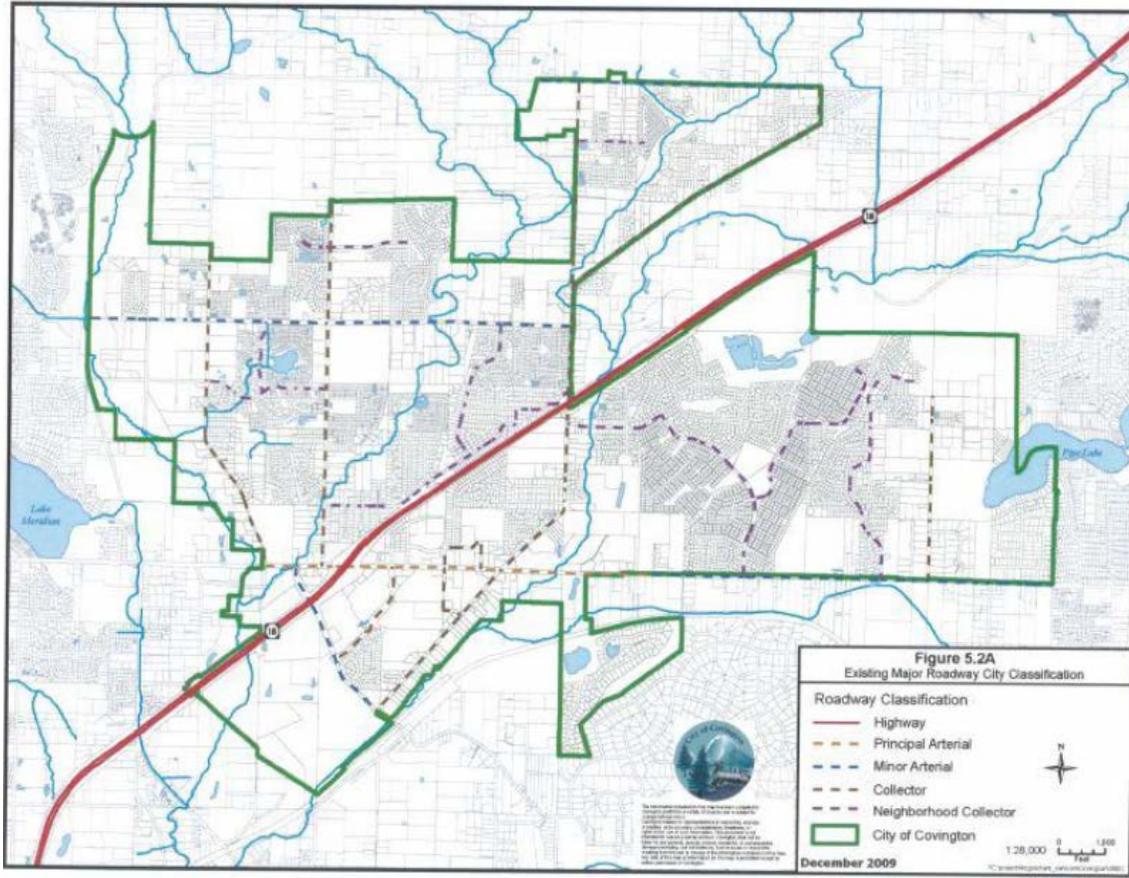
As described in Table 1 and shown in Figure 1, the City is served by a variety of street types, including highways (SR 18), principal arterials (Kent-Kangley Road), minor arterials (240th Street and Covington Way), and collectors (Wax Road), as well as local streets (the vast majority of street mileage in the City). While the City includes some off-street trails, the street network is the defining feature of Covington’s transportation network.

Table D-16 – City of Covington Roadway Functional Classification

Classification	Primary Function
Principal Arterial	Provides for movement across and between large subareas of an urban region and serves predominantly “through traffic” with minimum direct service to abutting land uses. This category includes the freeways and major highways (SR 18 and SR 516) under the jurisdiction of the Washington State Department of Transportation (WSDOT).
Minor Arterial	Provides for movement within the larger subareas bound by principal arterials. A minor arterial may also serve “through traffic” but provides more direct access to abutting land uses than does a principal arterial.
Collector	Provides for movement within smaller areas which are often definable neighborhoods, and which may be bound by arterials with higher classifications. Collectors serve very little “through traffic” and serve a high proportion of local traffic requiring direct access to abutting properties. Collector arterials provide the link between local neighborhoods streets (i.e. non-arterials) and larger arterials.
Local Access	Provides access to the roadway network for abutting residential and commercial development. All roadways not designated as principal arterials, minor arterials, or collectors are local access streets.

Source: City of Covington, 2009a.

Figure D-15 – Functional Classification Map



The City currently measures the performance of its transportation system primarily based on peak hour delay for drivers, as described in Table D-17 below. The City’s standard currently states that all intersections must operate at LOS D or better, but that stop-controlled non-arterial side streets are permitted to experience higher delays where deemed safe by the City Engineer.

Table D-17 - LOS Criteria for Signalized and Unsignalized Intersections

Level of Service	Signalized Control Delay per Vehicle (seconds)	Unsignalized Delay per Vehicle (seconds)	Description
A	0-10	0-10	Little or no delay
B	>10-20	>10-15	Short delays
C	>20-35	>15-25	Average delays
D	>35-55	>25-35	Long delays
E	>55-80	>35-50	Very long delays
F	>80	>50	Extreme congestion

Source: Highway Capacity Manual, 2000.

Conditions for Driving

The June 2013 Hawk Property DEIS evaluated conditions for driving in Covington. The Transportation and Public Services sections of that document are included as **Attachment A** to this memo. The affected environment section describes traffic operations at intersections and roadway segments in 2012. As the analysis shows, two signalized intersections (Covington Way & 272nd Street and Wax Road & 272nd Street) operate below the City's LOS D standard, as well as one all-way stop intersections (240th Street & 164th Ave SE). Overall, Covington maintains a transportation network that provides high quality vehicle mobility during most of the day, but sees congestion primarily along 272nd Street during peak commute times.

The DEIS also reports crash analysis available from WSDOT based on data collected between 2009 and 2012. The analysis shows that is one intersection (SE 272nd Street & Wax Road) and several roadway segments with crash rates at or above 1.0 per million entering vehicles or million vehicle miles, which are often cited as the thresholds for identifying locations with safety concerns.

Conditions for Transit

As a relatively small community that is not designated by PSRC as an urban or regional center, Covington has not been a regional priority for improved transit service. While the City enjoys proximity to the Auburn and Kent Sounder Stations, there are only two King County Metro routes that serve Covington: Route 159, which provides weekday commuter service from Covington to Kent and downtown Seattle in the morning and back to Covington from downtown Seattle and Kent in the evening, and Route 168, which provides daily local bus service between Covington and Kent (including the Kent Transit Center). Both of these routes run primarily along 272nd Street, providing service to the Town Center area, but do not provide frequent enough service to make transit a convenient way to travel in Covington. Extending rail transit service into Covington is unlikely in the near term, as the City is not a part of the Sound Transit or Regional Transit Improvement District (RTID).

Recent planning efforts related to the Town Center and Downtown Zoning have established a strong policy framework for development patterns that would be more supportive of future transit service additions. The concentration of uses in the Downtown and pedestrian connectivity of the Town Center create a place where transit options, such as bus, Bus Rapid Transit (BRT), and potentially a rail connector to the regional transit system, could succeed in providing more frequent service and transportation choices to the community for both local and regional travel.

Conditions for Walking and Biking

As described earlier, the City's street network is the defining feature of Covington's transportation network. While in recent years the City has made substantial investments in creating a transportation network that is welcoming and appealing to all modes, substantial additional planning and resources will be required to address decades of planning primarily for cars.

Figure D-16 shows the location of existing and planned facilities for walking and biking in Covington, as shown in the Hawk Property DEIS. As the figure shows, completed bicycle accommodations (including bike lanes and shared use trails) are present in only a few locations, although many are planned for future implementation. Recently completed streetscape projects and the frontage of new developments tend to include sidewalks. However, the vast majority of streets in Covington (which were constructed prior to annexation in 1997) lack basic pedestrian amenities.

Appendix E – Capital Facilities and Utilities Appendix

What you will find in this appendix

[Add brief discussion of what information can be found in this appendix]

Glossary

Acronyms

[Add brief list of common acronyms used in this appendix]

Glossary of Terms

[Add brief glossary of terms used in this appendix]

Inventory of Facilities

City Owned – General Government

Facility Name/Designation	Location	Date Acquired	Capacity
City Hall	16720 SE 271st St Covington, WA 98042	2002	17,079 sf

City Owned – Parks and Recreation

Facility Name/ Designation	Location	Date Acquired	Size	Present Condition	Improvements Required	Year Needed
Covington Community Park	17649 SE 240th St, Covington, WA 98042		29.85 acres	Open meadow and forest	<p>Provide wayfinding signage from 180th Avenue SE and SE 240th Street to the park.</p> <p>Project needs: Play area (2-5 age group & 5-12 age groups); Picnic tables; Picnic shelters; Benches; Basketball and tennis courts; Baseball and soccer fields; Paved and soft surface trails; Boardwalk; Outdoor stage; Terrace with water feature; Restroom / concessions; Interpretive areas; Teen activities area; Open lawn; Wetlands; Automatic irrigation system; Parking lot</p>	2011
Jenkins Creek Park	18400 SE 267th Pl, Covington, WA 98042	2003	22.13 acres	Jenkins Creek; Spring fed three-acre pond (artificial, constructed); Natural areas; Wetland; Meadow; Woodlands; Earthen and asphalt walking trails; Wood footbridges (damaged); Wood overlook at pond edge (heavily vandalized); Entry signs; Picnic tables; Interpretive signs (heavily vandalized); Benches; Trash receptacles	<p>Monitor park vandalism and replace or clean any damaged furnishings, signs, or structures as soon as any vandalism occur. Provide regular surveillance within the park.</p> <p>Conduct a wetlands and critical areas delineation to identify development constraints.</p> <p>Prepare a park master plan.</p> <p>Provide wayfinding signage from SE 180th Avenue SE and SE Timberlane Way to the park.</p> <p>Provide rules and regulations signs at park entrances.</p> <p>Add ADA-compliant detectable warning surfaces where accessible routes cross traffic areas.</p> <p>Repair or replace wood bridges and interpretive signage.</p>	
Crystal View Park	25412 170th Pl SE, Covington, WA 98042	2000	2.2 acres	Concrete walkways; Play structure (2-5 age group); Basketball half-court; Open lawn; Picnic tables; Benches; Entry sign; Park rules sign; Planting beds; Trash receptacles; Limited on-street parking	<p>Repair or replace faded or damaged park signs.</p> <p>Safety inspection of the play equipment and surfacing should be performed by a certified playground safety inspector.</p> <p>Maintain safety surface material to the extent and frequency needed to adhere to NPSI safety requirements and ADA Accessibility requirements.</p> <p>Install an ADA ramp into the play area.</p> <p>Provide wayfinding signage from SE 256th Street to the park.</p> <p>Provide barbeque grills, 1 per picnic table.</p> <p>Repair irrigation system or if not used in summer months, post 'No Summer Watering' notice.</p>	
Evergreen Park	SE 262nd St Covington, WA 98042	2000	1.66 acres	Natural areas, Worn footpath	<p>Prepare a park master plan to guide the development of this site.</p> <p>Provide wayfinding signage from 194th Avenue and SE 262nd Street to the park.</p> <p>Monitor park vandalism and replace or</p>	

Facility Name/ Designation	Location	Date Acquired	Size	Present Condition	Improvements Required	Year Needed
					clean any damaged fencing as soon as any vandalism occurs. Develop an initial phase to include age appropriate play equipment for 2-12 year olds, signage and a pathway.	
Friendship Park	15808 SE 254th Pl Covington, WA 98042	2004	0.6 acres	Play structure (5-12 age group); Swings (2-5 age group); Basketball half-court; Picnic tables; Benches; Open lawn; Concrete walkways; Trash receptacles; Entry sign; Park rules sign; Limited on-street parking	Safety inspection of the play equipment and surfacing should be performed by a certified playground safety inspector. Maintain safety surface material to the extent and frequency needed to adhere to NPSI safety requirements and ADA Accessibility requirements. Provide wayfinding signage from SE 256th Street and 156th Avenue to the park. Provide barbeque grills, 1 per picnic table. Provide shade trees near play equipment. Replace entry sign	
N Channing Park Pocket Park			0.36 acres			
Covington Aquatic Center	18230 SE 240th St, Covington, WA 98042	2004	1.25 acres	100-foot, six-lane indoor lap pool; 1-meter diving board; 6 starting block platforms; Water slide; Restrooms/changing rooms; Bike rack; Picnic table; Trash receptacles; Drinking Fountains; Bleachers; Open lawn; Planting beds; Large inflatable toy and aquatic play equipment	Renovate locker rooms and restrooms Install shower in family changing room Provide additional shallow water play equipment	
Gerry Crick Skate Park	25064 164th Avenue SE, Covington, WA 98042	2004	0.16 acres	Above ground skate ramps; Restroom; Picnic table; Bench; Trash receptacle; ADA accessible	Monitor park vandalism and replace or clean any damaged furnishings, signs, or building facades as soon as any vandalism occurs.	
Covington Legacy Greenspace			10.15 acres			
Covington Park Drainage			1.05 acres			
Foxwood Greenspace			3.38 acres			
Green Valley Park Greenspace			0.27 acres			
Meridian Trace Open Space			1.22 acres			
S. Jenkins Creek Open			10.07 acres			

Facility Name/ Designation	Location	Date Acquired	Size	Present Condition	Improvements Required	Year Needed
Space						
Shire Hills Drainage			0.76 acres			
Tall Timbers Greenspace			0.33 acres			
Unnamed Open Space (166th Ave SE)			2.82 acres			
Unnamed Open Space (NW corner 256th/180th)			1.2 acres			
Cedar Creek Park	SE 248th Street, west of 214th Avenue SE	2003	32.02 acres	Asphalt trail (continuation of SE 248th Street); Natural areas/wetlands; Salmon bearing creek; Diverse habitat areas; Worn footpaths/trails; 2 residential structures	Repair/resurface the existing asphalt trail (SE 248th street). Construct either soft surface or asphalt trails, to formalize the worn paths connecting SE Timberlane Boulevard and SE 248th Street. Provide a trail connection to the Lake Wilderness Trail. Remove or identify an appropriate adaptive re-use of the residential structures on site. Provide wayfinding signage from the Lake Wilderness Trail to the park. Provide wayfinding signage from Witte Road SE and SE 248nd Street to the park.	
Cedar Valley Park	26020 186th Place SE	2002	6.75 acres	Natural areas; Worn paths/trails	Provide wayfinding signage from SE 262nd Place and SE Timberlane Boulevard to the park.	
Emerald Downs Open Space			4.52 acres			
Jenkins Creek Trail	Near SR 18 and 180th		4.22 acres	Jenkins Creek; Pond (artificial, constructed); Natural areas; Woodlands; Asphalt walking trails; Unimproved paths; Wood footbridge; Picnic table; Horseshoe area; Remnants of historic homestead; Trash receptacle	Monitor park vandalism and replace or clean any damaged furnishings, signs, or structures as soon as any vandalism occur. Evidence of illegitimate activities was apparent along the trail. Provide regular surveillance within the area. Provide wayfinding signage from SE 180th Avenue SE and SE Timberlane Way to the park. Provide rules and regulations signs at trail entrance. Conduct stream bank restoration to establish a natural condition Coordinate with King County and WSDOT for opportunities to provide a future trail to the north to connect with the County's land on the north side of SR-18.	
Rainier Vista Open Space			23.93 acres			
Wingfield Open Space			7.06 acres			

City Owned – Other

Stormwater Ponds

Facility Name/Designation	Location
Fairfield Pond	SE 260th Street
Jenkins Creek North Regional Detention Pond	Near SE 244th Place
Calhoun Park Regional Pond Project	SE 272nd Street
Lakeside Regional Detention Pond	Near Frontage Rd
KFC pond	Near 164th Ave SE

Bridges

Facility Name/Designation	Location	Date Acquired
Covington Bridge	.7 MI SE OF SHW-516	1929
Covington Way Pedestrian Bridge	350' SE OF WAX ROAD	1998
Soos Creek Bridge	SE 256th St @ 148th Av SE	1927
Soos Creek Bridge	.25 MI N OF 148TH AVE SE	1971
Soos Creek Bridge	0.1 MI E OF 148TH AVE	2009
Wingfield Bridge	0.5 W 180TH AVE SE	2006
Rainier Vista Bridge	0.2 S SE 240TH ST	2007
164th Avenue SE Bridge	0.25 N SR 516	1969
SE 262nd Place Bridge	SE 262ND PL	1963

Miscellaneous

Facility Name/Designation	Capacity (Length in miles)
Road/Street Segments	74.82842629
ROW	167.6026656
Sidewalks	67.06735897
Bike Lanes	5.031695066

Facility Name/Designation	Total Unit Cost
Street Lights	\$12,634.88

Kent Fire District #37

Facility Name/Designation	Location
Kent Fire District 37 Station 72	25620 140 Ave SE, Kent, WA 98042
Kent Fire District 37 Station 75	15635 SE 272 St., Kent, WA 98042
Kent Fire District 37 Station 78	17820 SE 256 St, Covington, WA 98042

Maple Valley Fire District #43

Facility Name/Designation	Location
Maple Valley Fire District 43 Station 83	27250 (27260) 216th Ave SE, Maple Valley, WA 98038

Kent School District #415

Facility Name/Designation	Location	Capacity
Kent School District Cedar Valley Elementary	26500 Timberlane Way SE, Covington, WA 98042	380
Kent School District Covington Elementary	17070 SE Wax Rd., Kent, WA 98042	504
Kent School District Crestwood Elementary	25225 180th Ave SE, Covington, WA 98042	432
Kent School District Jenkins Creek Elementary	26915 186th Ave SE, Covington, WA 98042	404
Kent School District Cedar Heights Junior High School	19640 SE 272nd St., Covington, WA 98042	895
Kent School District Mattson Junior High School	16400 SE 251st St., Covington, WA 98042	787
Kent School District Kentwood High School	25800 164th Ave SE, Covington, WA 98042	2159

Covington Water District

Facility Name/Designation	Location	Capacity	Improvements Required
Water Tank #3	SE 240th St and 164th Ave SE		Upgrade to 3,200 gpm
Water Tank #2	20400 SE 260th St, Covington, WA 98042	4M gallons	

Soos Creek Water & Sewer District

Facility Name/ Designation	Location	Capacity	Improvements Required	Estimated Cost
Lift Station 46 Force Main	156th Place SE to approximately SE 268th Street		From the new LS46 (Lift Station project Q9-1), the sewage will be pumped through a new force main that will be installed along 156th Place SE to approximately SE 268th Street, then westward along existing easements and discharge to a point in the District's Meridian Trunk. A total of approximately 3,820 lineal feet of 12-inch diameter force main will be installed for this project. This includes a crossing at Big Soos Creek along the same alignment as the existing gravity sewer main for LS21. These sewer mains will be located on a combination of City of Covington right-of-way and existing easements. The LS21 Gravity Sewer Diversion (project Q9-2), LS28B Interceptor (project S10-3) and the LS46 Force Main project are key elements to the overall LS46 regional strategy for addressing the District's conveyance system needs in the southeast portion of the District and the City of Covington's Town Center.	\$2,006,000
Lift Station 46 Gravity Sewer – North (Lift Station 21 Diversion)	SE 268th Street southerly along 156th Place SE to just north of the intersection with SE 272nd Street		A new gravity sewer diversion pipeline will be installed to divert a substantial portion of the wastewater flow currently going to existing LS21 to the new LS46 (see Lift Station project Q9-1). The 12-inch gravity sewer will extend from about SE 268th Street southerly along 156th Place SE to just north of the intersection with SE 272nd Street, approximately 1,360 lineal feet. This will provide relief at the existing LS21, which is presently operating at or near full capacity and cannot be easily upgraded due to site constraints. By reducing the inflow to this facility, the useful life of the station will be prolonged and will lessen required O&M measures needed in the future.	\$805,000
Lift Station 46 Gravity Sewer – South (Lift Station 28B Interceptor)	Southwest on SE Wax Road from LS28B, and then northwest on Covington Way to 168th Place SE		A new gravity sewer will be installed to redirect sewage flows currently going to existing LS28B to the new LS46 (see Lift Station project Q9-1), and will serve new development southwest of Covington Way. Approximately 6,150 lineal feet of new 18-inch gravity sewer will extend to the southwest on SE Wax Road from LS28B, and then northwest on Covington Way to 168th Place SE, where it will leave the roadway and travel through easements on private property and cross under State Route 18 and beneath SE 272nd Street before discharging to LS46.	\$9,550,000
Lift Station 11B Force Main Bottleneck Upgrade	184th Place SE and 262nd Place SE		This project will involve upsizing approximately 1,150 lineal feet of existing 14-inch force main to 18-inch pipe. This will remove a bottleneck from the existing LS11 force main and add capacity over the short term.	\$1,657,000
Lift Station 43 Interceptor	188th Ave SE and SE 244th Place		The northeast portion of Basin H is currently served by LS43. Installation of approximately 7,000 LF of 12-inch and 15-inch sewer from LS43 to LS11, including the replacement of approximately 790 of existing 8-inch sewer with 12-inch main, would allow for the removal of LS43 from service.	\$4,284,000
Little Soos Creek Main Upgrade	Little Soos Creek		Basin W and the northeast portion of Basin H are currently served by an 8-inch gravity main, which will not be large enough to convey projected flows in the ultimate condition. The proposed improvements will upsize approximately 5,570 lineal of existing 8-inch gravity sewer to 12-inch pipe to convey projected flows.	\$2,027,000

Facility Name/ Designation	Location	Capacity	Improvements Required	Estimated Cost
Lift Station 11B Force Main/SE 256th Street Conveyance System Upgrade	184th Place SE and 262nd Place SE		The District will construct approximately 15,000 lineal feet of 30-inch equivalent force main from LS11B to LS10B/10C. The existing conveyance system does not have the capacity for projected flows.	\$8,400,000
Meridian Trunk Line Upgrade	SE 272nd Street to just upstream of LS10B		The proposed improvement will replace the existing 24-inch concrete Meridian Trunk line from SE 272nd Street to just upstream of LS10B with approximately 7,600 lineal of 30-inch pipe to convey projected flows for ultimate conditions.	\$4,132,000
Lift Station 45 Interceptor	SE 272nd Street and 156th Ave SE		The LS45 Interceptor is the ultimate solution proposed for interception of LS45 and involves the construction of approximately 5,900 lineal feet of 15 inch sewer, which will be served by the proposed LS46 (Lift Station project Q9-1). Connection to the existing dry gravity sewer downstream of LS31 and abandonment of LS31 and LS45 are included.	\$2,350,000
Lift Station 14 Interceptor	SE 256th Street and 170th Place SE		Sewage generated by Basin H and Basin W is currently served by LS14 and conveyed via a 10-inch force main to the south, where it connects to two parallel 18-inch force mains, which also serve LS11 and LS15B. In order to remove LS14 from service, the District would need to install approximately 1,500 feet of 15-inch gravity main that would connect the piping upstream of LS14 to the existing 15-inch gravity line at the north end of the Wingfield development.	\$1,190,000
Lift Station 46 Addition	156th Place SE to approximately SE 268th Street	1,000 GPM	The proposed LS46 and force main (see pipe installation project Q9-1) will be designed and constructed to address the wastewater conveyance needs in the City of Covington area. A portion of this area is presently served by LS28B, and additional areas are served by LS24B and LS21. When completed, LS46, its force main, and the two new gravity sewers (see pipe installation projects Q9-2 and S10-3) will provide service to the Town Center area of Covington, and will permit the District to remove LS28B and LS24B from service. In addition, this action will relieve LS21 capacity issues by intercepting a significant portion of the tributary sewage, and also allow LS31 and LS45 to eventually be removed from service (see pipe installation project R9-20).	\$6,000,000
Lift Station 24B Abandonment	SE 272nd Street and SE Wax Road		SE 272nd Street will be widened near the intersection of SE Wax Road, which will require the removal of LS24B. This will be accomplished by installing approximately 500 feet of 15-inch diameter gravity pipe across Jenkins Creek and tying into the existing system at a manhole located west of the lift station on SE 272nd Street.	\$913,000
Lift Station 21	SE 268th Street southerly along 156th Place SE to just north of the intersection with SE 272nd Street			
Lift Station 23D	SE 280th Street and 153 Ave SE			
Lift Station	SE 272nd			

Facility Name/ Designation	Location	Capacity	Improvements Required	Estimated Cost
24	Street just west of SE Wax Rd			
Lift Station 28B	SE Wax Rd at Covington Elementary			
Lift Station 31	SE 267th Place and 180th Ave SE			
Lift Station 34	SE 272nd Street at Heights Jr High School			
Lift Station 41	201st Ave SE and 258th Place			

Utilities

[Attach Utilities Inventory Tables and Maps Showing Locations – Local and Regional Service Facilities]

Trends and Projections

City Owned – General Government

[Add brief discussion of trends and projections as well as table and maps]

City Owned – Parks and Recreation

[Add brief discussion of trends and projections as well as table and maps]

City Owned – Other

[Add brief discussion of trends and projections as well as table and maps]

Kent Fire District #37

[Add brief discussion of trends and projections as well as table and maps]

Maple Valley Fire District #43

[Add brief discussion of trends and projections as well as table and maps]

Kent School District #415

[Add brief discussion of trends and projections as well as table and maps]

Covington Water District

[Add brief discussion of trends and projections as well as table and maps]

Soos Creek Water & Sewer District

[Add brief discussion of trends and projections as well as table and maps]

Utilities

[Add brief discussion of trends and projections as well as table and maps]

Planning Implications

Planning Consistency – Comprehensive Plan Elements

[Add brief discussion of how the Capital Facilities Element needs to be consistent with the other Comprehensive Plan Elements, especially the Land Use Element]

Planning Consistency – Countywide Planning Policies and Other Agencies

[Add brief discussion of how the Capital Facilities Element needs to be consistent with the Countywide Planning Policies and Other Agencies CFPs]

Summary of Countywide Planning Policies for Capital and Public Facilities

[Add brief summary of Countywide Planning Policies regarding capital facilities]

Growth Management Act and Concurrency

[Add brief summary of GMA requirements for concurrency and mention shared facilities]

Level of Service Standards

Sources of Standards

[Add brief discussion of the source and type of standards used in the Capital Facilities Element]

Standards for Facilities Owned by Other Providers

[Add brief discussion of the standards for facilities owned by other providers]

Service Areas

[Add brief discussion of service areas]

Capital Facilities Costs and Funding Sources

City Owned – General Government

[Add brief discussion of costs and funding sources with tables from recent 6-year CFP]

City Owned – Parks and Recreation

[Add brief discussion of costs and funding sources with tables from recent 6-year CFP]

City Owned – Other

[Add brief discussion of costs and funding sources with tables from recent 6-year CFP]

Kent Fire District #37

[Add brief discussion of costs and funding sources with tables from recent 6-year CFP]

Maple Valley Fire District #43

[Add brief discussion of costs and funding sources with tables from recent 6-year CFP]

Kent School District #415

[Add brief discussion of costs and funding sources with tables from recent 6-year CFP]

Covington Water District

[Add brief discussion of costs and funding sources with tables from recent 6-year CFP]

Soos Creek Water & Sewer District

[Add brief discussion of costs and funding sources with tables from recent 6-year CFP]

Utilities

[Add brief discussion of costs and funding sources with tables from recent 6-year CFP]

Revenue Options and Forecasts for City Owned Facilities

Impact Fees

[Add brief discussion of what impact fees the City collects and general amounts for parks, schools, and fire]

Levies

[Add brief discussion of what levies the City collects and general amounts for parks and other]

Grants

[Add brief discussion of what grants the City collects and general amounts for parks]

Interagency Revenue

[Add brief discussion of the source of interagency revenue (grants, loans, fees, taxes and other funds for surface water, transportation, and other capital facilities)]

Six Year Capital Facilities List of Projects for City Owned Facilities

[Add brief discussion of the purpose of the City's six-year CFPs]

Capital Facilities Plan and Financing Plan Summary for City Owned Facilities

[Add brief discussion of the cost of projects and anticipated revenues]

Capital Facilities Plans from Other Jurisdictions

Kent Fire District #37

[Reference Capital Facilities Plan when obtained]

Maple Valley Fire District #43

[Reference 6 Year Capital Improvement Update 2014-2019 - July 2014]

Kent School District #415

[Reference Capital Facilities Plan 2013/2014 – 2018/2019 - April 2013]

Covington Water District

[Reference Capital Facilities Plan when obtained]

Soos Creek Water & Sewer District

[Reference Soos Creek Sewer Comprehensive Plan - 2014]

Utilities

[Reference Capital Facilities Plans when obtained]

Miscellaneous Reports

Buildable Lands Report

[Reference Buildable Lands Report - 2012]

Comprehensive Stormwater Plan Update

[Reference Report - February 2010 Parametrix]

Corrected Land Capacity Results

[Reference Land Capacity Results - May 5, 2014 BERK]

CY2014 Operating Capital Budget Report

[Reference report from Ord. 15-13 (2013)]

Franchise Agreements

[Reference Franchise Agreements]

Interlocal Agreements

[Reference Interlocal Agreements (ILAs)]

New City Hall Feasibility Study

[Reference New City Hall Feasibility Study - January 26, 2013 David A. Clark Architects]

Public Works Maintenance Facility Study

[Reference Public Works Maintenance Facility Study- June 20, 2013 David A. Clark Architects]

Town Center Studies

[Reference Town Center Economic Impact and Infrastructure Cost Study – June 19, 2014 BERK]

Appendix F – Policy Assessment

This appendix will include the policy assessment, already provided the City. A copy of it (in PDF format) is provided as a hard copy in the draft's transmittal binder.

Appendix G – EIS Addendum

This appendix will contain the environmental fact sheet as required of EIS addenda per SEPA. It will also reference all applicable environmental material upon which this addendum is based.

Appendix H – PSRC compliance assessment

This appendix will contain a cross-referenced policy matrix demonstrating how Covington’s comprehensive plan policies comply with PSRC’s regional guidance.

Appendix I – Annexation Policies

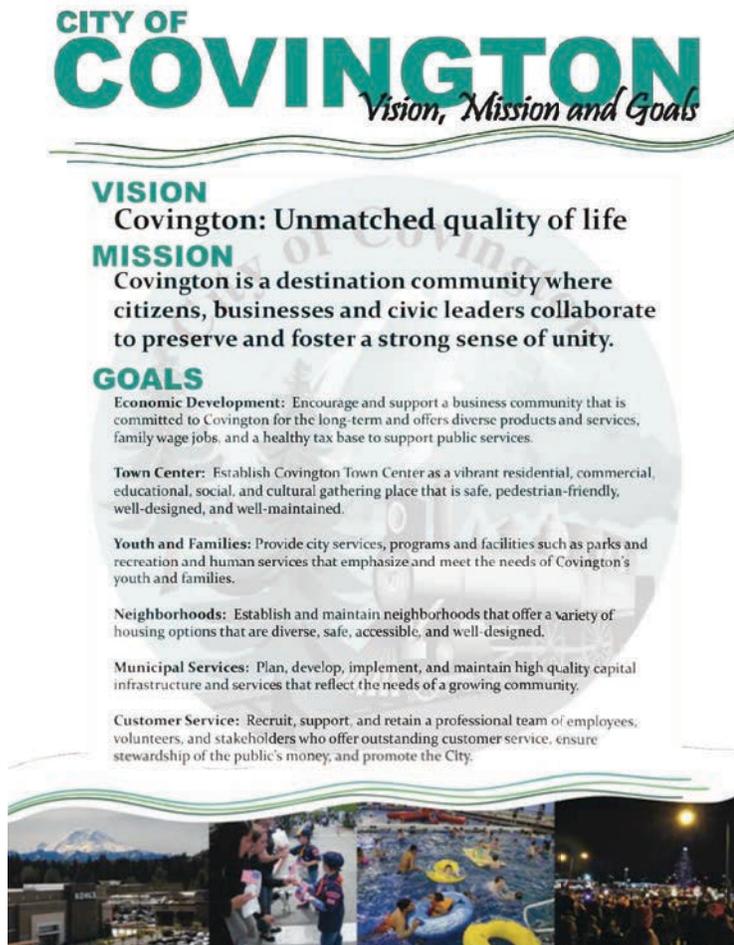
This appendix will include Covington's adopted annexation policies.

List of Figures/Tables

Chapter 1 - Introduction

Figures

1.01 - Vision panel (downloaded from City website, but not current re: neighborhoods goal)

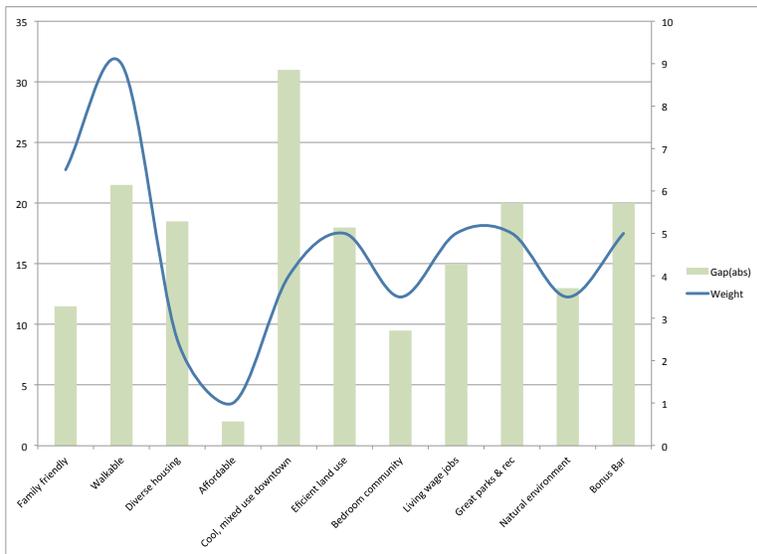


Covington's City Council considers its vision, mission and overarching goal statements every year, fine tuning them as appropriate.

1.02 - Regional location map (to be graphically enhanced)



1.03 - Workshop participants

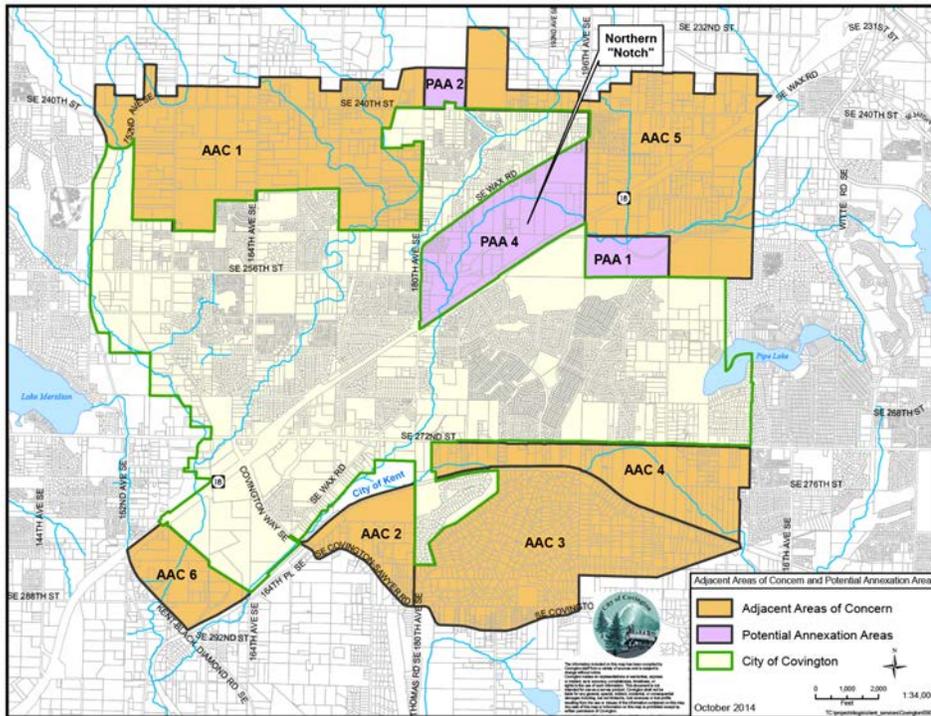


Considering ten attributes, participants identified the gap between Covington’s existing conditions and where they’d like to see the community be in the year 2035. Then they indicated how important closing that gap is by assigning imaginary budgets.

Chapter 2 – Land Use

Figures

2.01 - PAA/UGA map



Land surrounding Covington influences what happens inside city limits, but much of it is outside the City's urban growth area. PAAs and AACs indicate areas where coordination with King County is essential.

2.02 – Town Center rendering

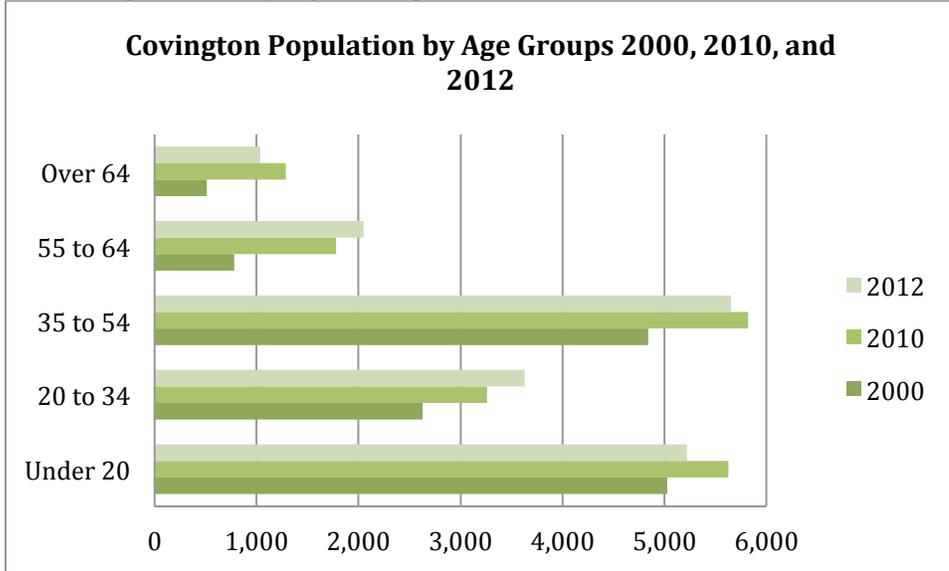


Covington imagines full-scale transformation of its town center into an identity-rich, mixed-use civic district.

Chapter 3 – Housing

Figures

3.01 – Population by Age Group



Source: US Census

The two largest age groups in Covington are poised to either enter or exit the single-family housing market, presenting the potential to change housing demand over the next 20 years.

3.02 – Attractive multi-family

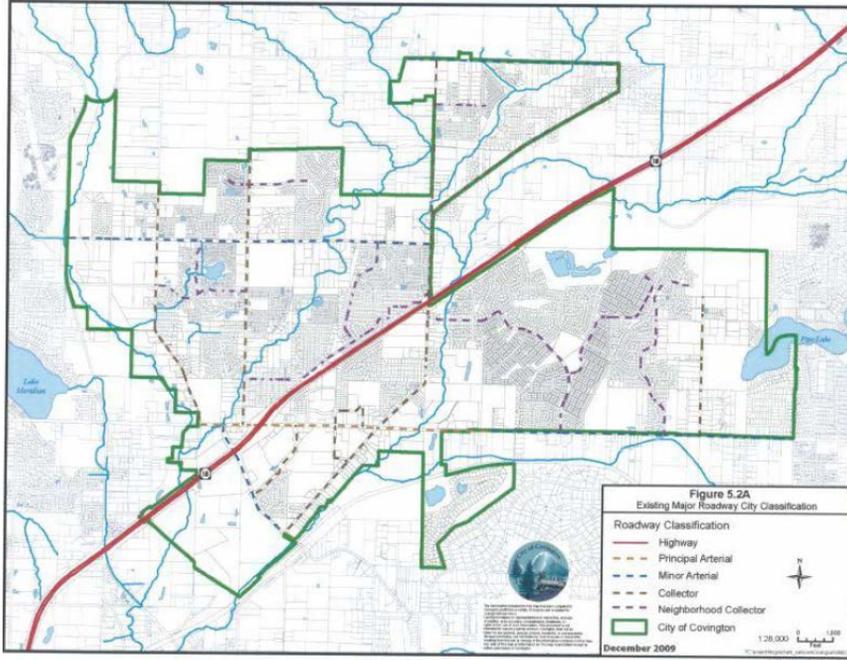


Covington adopted design standards to ensure new, higher-intensity housing looks good and is compatible with its surroundings.

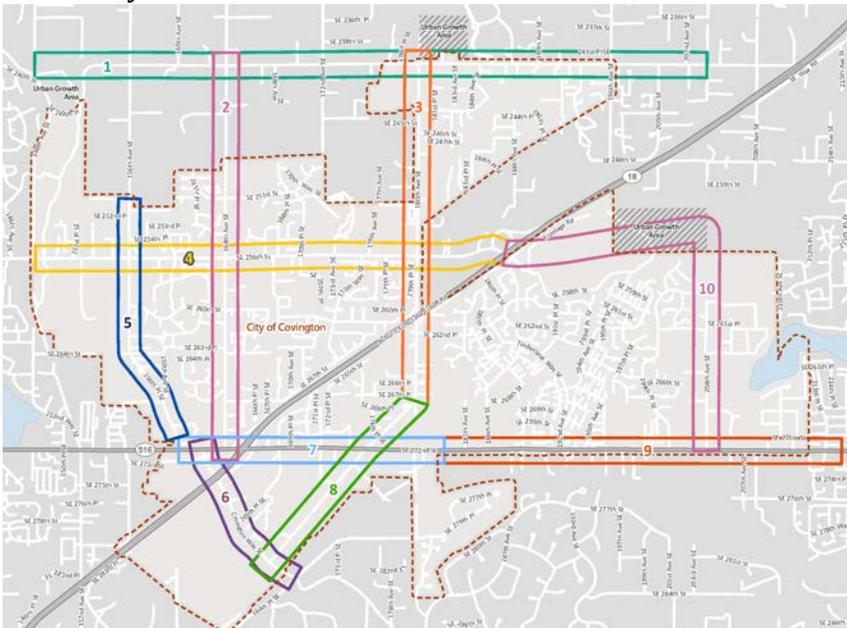
Chapter 4 – Transportation

Figures

4.01 – Functional classification



4.02 – Key corridors



Covington staff and residents confirm there are certain corridors where investment in their improvement is a priority.

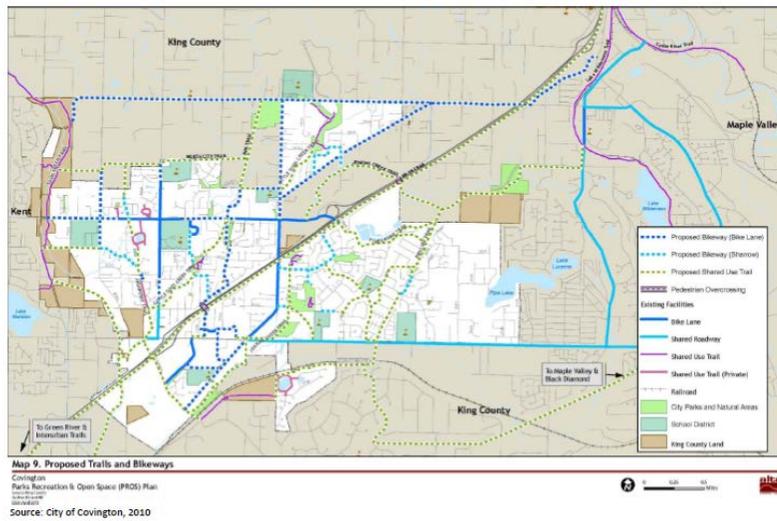
4.03 – Cyclist



Cyclists use Covington’s street system, but they often have to compete with cars and pedestrians for space.

4.04 – Existing & proposed trails

Exhibit 3.9-6. Existing and Proposed Trails



Covington’s transportation network is evolving to meet the community’s multiple needs, and the City is seeking ways to increase its inventory of non-motorized facilities.

4.05 – Jenkins Creek Bridge project

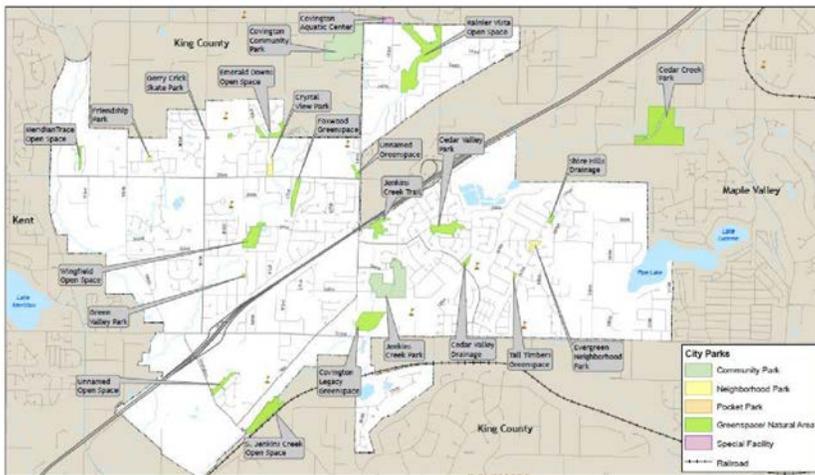


Most of the participants in this process identified Kent-Kangley Road as a primary transportation challenge, and the City's plans to add capacity and enlarge the bridge at Jenkins Creek to also accommodate a trail crossing are widely supported.

Chapter 5 – PROS

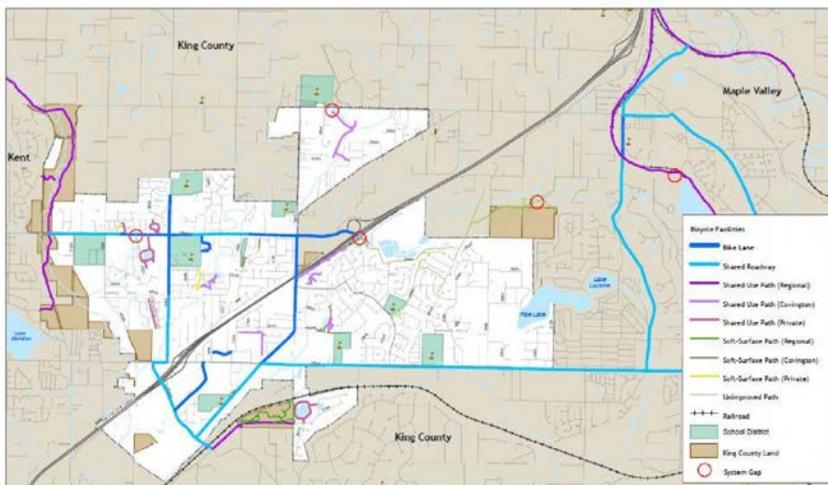
Figures

5.01 – Parks map



Source: City of Covington Comprehensive Plan, Parks and Recreation Element, 2014
 The City maintains a parks and recreation system, with facilities scattered across the city limits.

5.02 – Trails, Bikeways & Paths



Source: City of Covington Comprehensive Plan, Parks and Recreation Element, 2014
 Trails, bikeways and paths serve both a transportation and a recreation function, connecting those places where Covington residents want to go.

5.03 – Soos Creek Trail (photo)



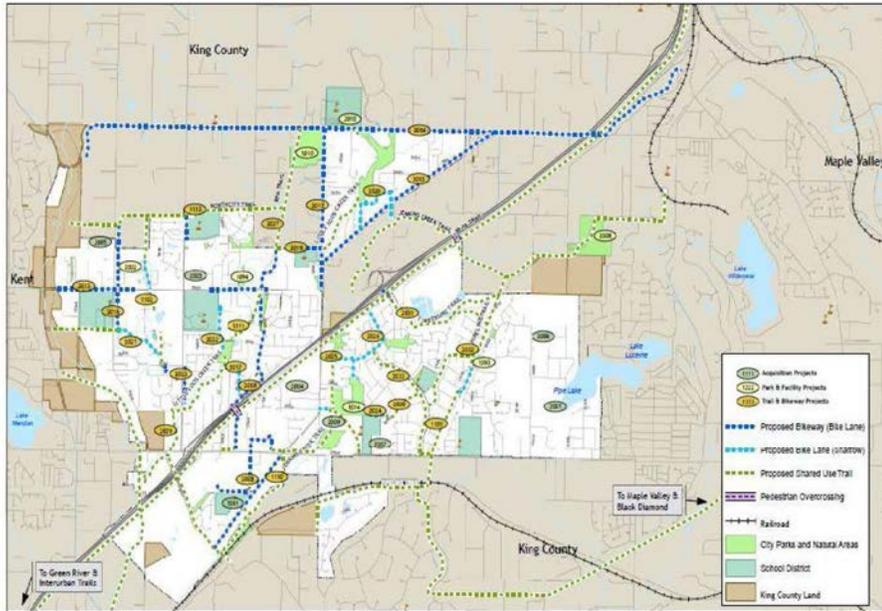
The County's Soos Creek Trail is a popular regional recreational asset, running along Covington's western edge.

5.04 – Community Park (photo)



Covington residents value and use the developing Covington Community Park. Work will continue on this facility as funds become available.

5.05 – Parks & Recreation Capital Improvements Plan Map

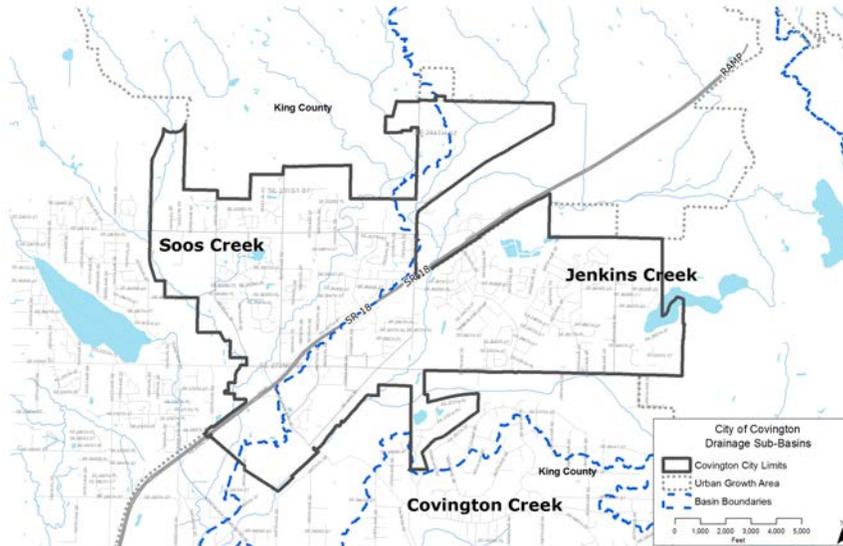


Source: City of Covington Comprehensive Plan, Parks and Recreation Element, 2014
 The City will soon update its PROS plan, setting priorities for future capital investment in the system and investigating new funding opportunities.

Chapter 6 – Natural Environment

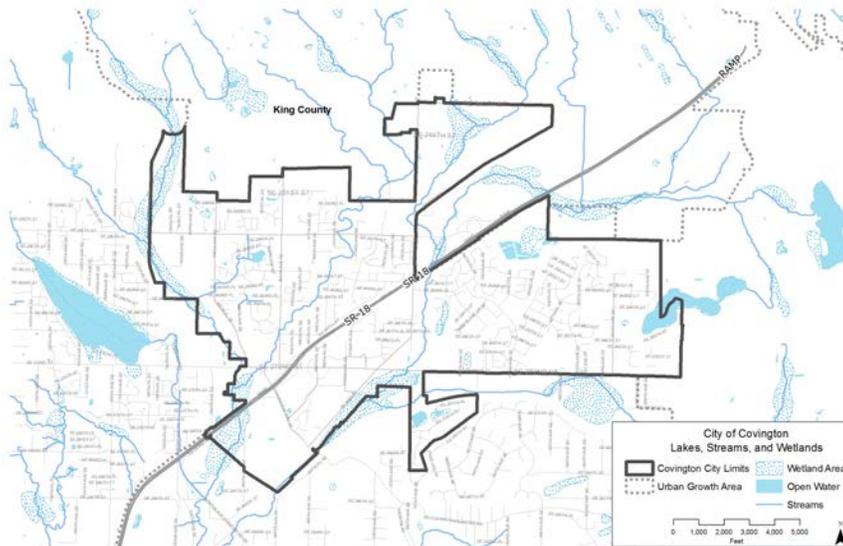
Figures

6.01 – Drainage Sub-Basins



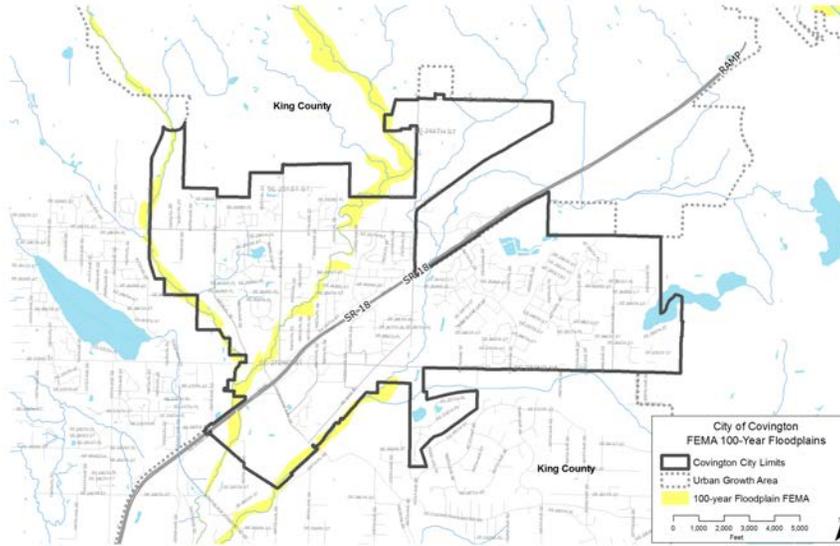
Source: King County GIS, Hydrology Thematic Geodatabase, downloaded 10/21/14

6.02 – Lakes, Streams, and Wetlands



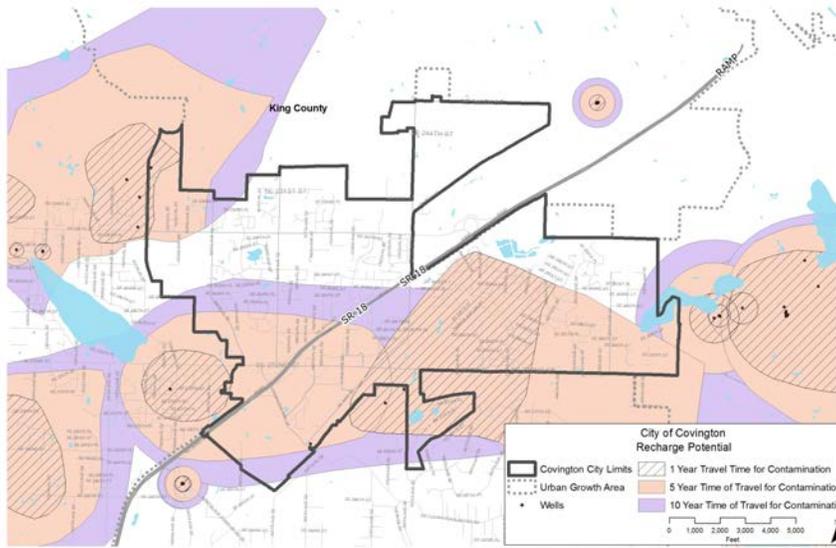
Source: King County GIS, Environmental Thematic Geodatabase, downloaded 10/21/14

6.03 – FEMA Floodplains



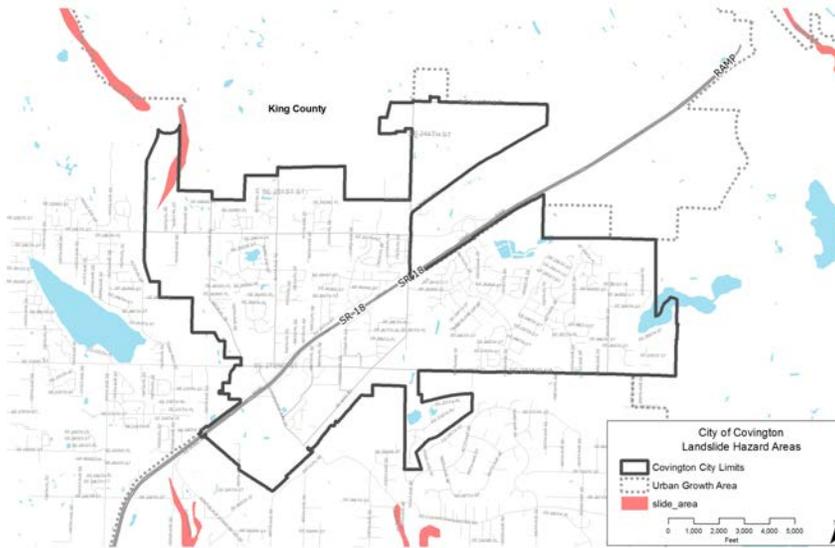
Source: King County GIS, Hydrology Thematic Geodatabase, downloaded 10/21/14

6.04 – Wellhead Protection



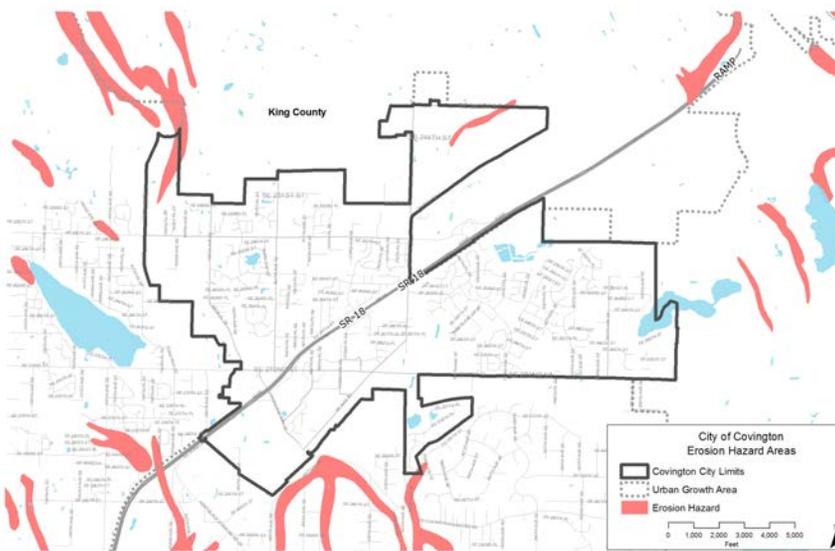
Source: King County GIS, Utility Thematic Geodatabase, downloaded 10/21/14

6.05 – Landslide Hazard Areas (This map is missing Landslide Drainage Hazard Layer)



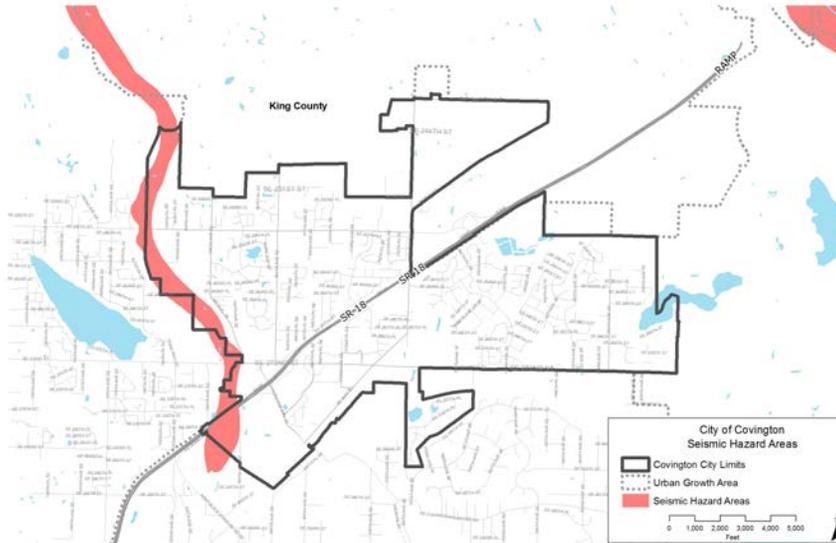
Source: King County GIS, Environmental Thematic Geodatabase, downloaded 10/21/14

6.06 – Erosion Hazard Areas



Source: King County GIS, Environmental Thematic Geodatabase, downloaded 10/21/14

6.07 – Seismic Hazard Areas



Source: King County GIS, Environmental Thematic Geodatabase, downloaded 10/21/14

6.08 – Vegetation character (photo)



Covington has a mix of forested and open areas, but its vegetation is generally lush and green, consistent with its rural edge, King County location.

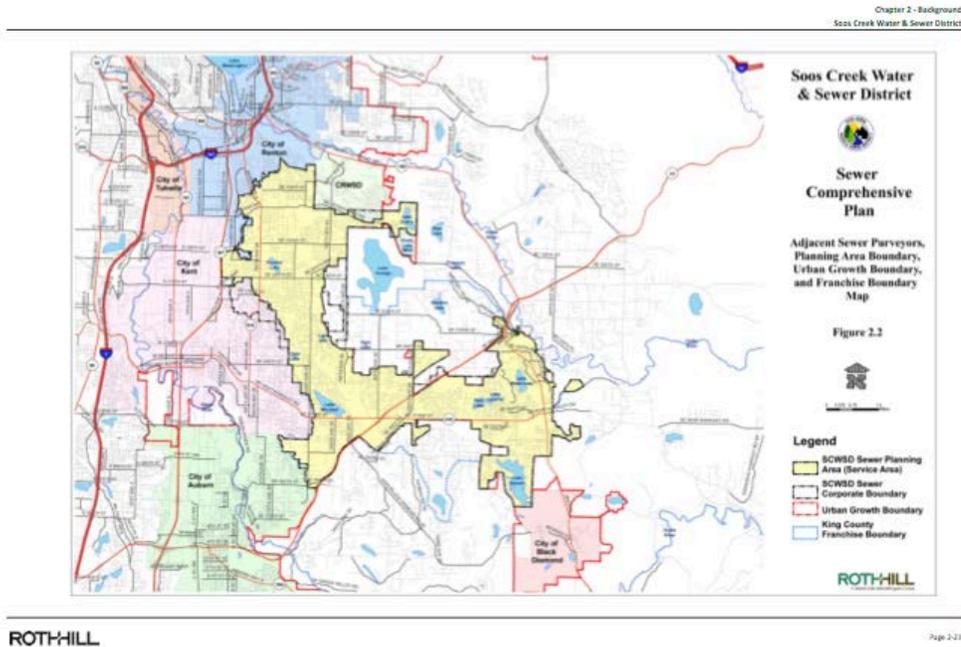
Chapter 7 – Capital Facilities & Utilities

Figures

7.01 – Soos Creek lift station construction (photo – to be taken)

SCWSD continues to invest in system upgrades consistent with the City's development plans, as demonstrated in this current work to install a lift station intended to serve the Town Center.

7.02 – Sewer service area map



Multiple sewer providers serve the Covington area, as shown in this excerpt from the SCWSD sewer system master plan.

Chapter 8 – Economic Development
Figures

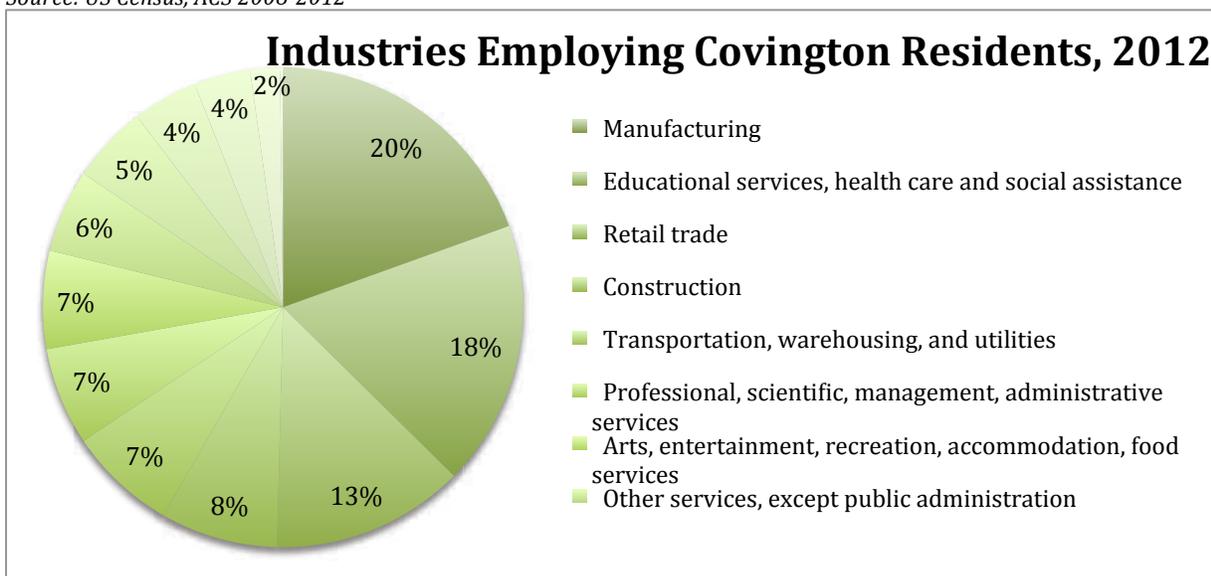
8.01 – Costco (photo)



Town Center serves a mix of local and regional retail needs today, and that role is forecast to continue into the future.

8.02 – Industries Employing Covington Residents (2012)

Source: US Census, ACS 2008-2012



Covington's residents generally work in the manufacturing, educational/health care, and retail trade industries.

8.03 – Town Center Concept Plan



The Town Center Concept Plan calls for a new look and identity for central Covington, providing mixed uses, civic plazas, ground-level retail and a distinctly pedestrian environment.

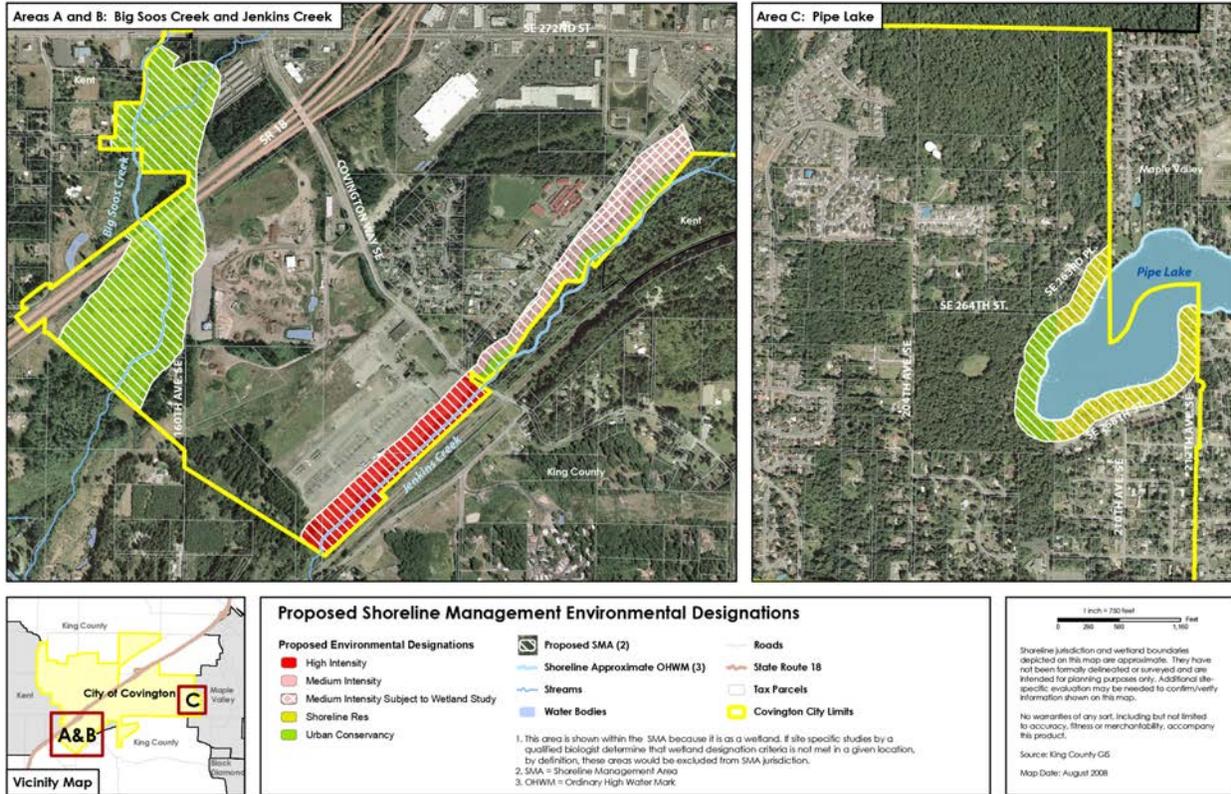
8.04 – Public workshop



Encouraging participation and other types of local involvement in community affairs is a keystone in building local capacity and stimulating economic development.

Chapter 9 – Shorelines
 Figures

9.01 – Shoreline environment map



The City recently adopted its shoreline master program, assigning shoreline environments and corresponding development regulations to those areas considered shorelines of statewide significance.

Appendix C - Engagement Summary

Stakeholder Interviews

Table 1 – Interview schedule

Date	Interviewees	
June 11	Margaret Harto	Mayor
	Joshua Lyons	Chamber of Commerce
	Steve Pand	Park Comm/CEDC
	Elizabeth Stoner	Terramar
	Matt Hietbrink	Terramar
	Michelle Schilling	Terramar
	Jeff Wagner	City Council
	Julie Lynch-Allen	Cedar Hts Middle School
	Joe Miles	Friends of Soos Creek
June 12	Laura Roth	Realtor
	Ed Babbitt	Wakefield Properties
	Don Vondran	Public Works Director
	Salina Lyons	Principal Planner
	Chele dimmett	Timberlane HOA
	Joeseeph Cimaomo	City Council
	Scott Thomas	Parks & Rec Director
	Angie Feser	Parks Planner
	Victoria Throm	Human Servides
June 23	Zbignew Tomalik	Wood Creek HOA
	Karen Walter	Muckleshoot Tribe
	Ron Speer	Soos Creek Sewer/Water

Community members interviewed during the three days of June 11, 12 & 23 included those listed in Table 1. William Grimes of Studio Cascade conducted interviews at City Hall, at Cedar Heights Middle School, at Cutters Coffee and at the Soos Creek Water & Sewer District offices.

The three days of interviews produced an initial list of topics the comprehensive plan update will need to address. Other topics and issues will certainly arise during the process, but this provides a starting point, an orientation to the community's perceptions and needs. The views expressed during the interviews may reflect those held by many in the community and will help shape early community events. As the community discussion broadens, additional thoughts, suggestions and observations brought forward will also be incorporated into the conversation, ensuring the emerging plan reflects as diverse and representative a view of the public's needs and desires as possible.



Figure 2 - Stakeholders appreciate Covington's small-town feel, particularly as it relates to raising families and access to the community's natural features.



Figure 3 - Local governance is important to Covington, incorporated as a city in the wake of County-managed development. Attaining leadership positions is possible, though community interest may not be great in the pursuit.

being known, of having opportunities to be involved, of being served by good, accountable schools and of believing that Covington is a genuinely good place in which to live and raise a family. It may not look like the inspiration of a Norman Rockwell painting, but many of the characteristics communicated in those works find embodiment in Covington's way of life. It's a contemporary home town for those who live there, fulfilling today's needs while also supporting the social networks that help its residents feel comfortable, welcome and safe.

Leadership

At under 20,000 residents, Covington's size provides for accessible community leadership positions for those wishing to fill them. City council members relish their close ties and history in the community, with most of them

gaining seats on the council after decades of local community service. Even community newcomers are encouraged to participate in leadership positions, and a newly-revitalized chamber of commerce is an example of an organization that is expanding its reach to welcome new energy – much of which is coming from relatively fresh Covington residents and business owners. The community's leadership involvement may be limited by the time many residents spend commuting to work. There are 5,800 households in Covington, and more than 8,600 Covington residents work. That translates to multiple incomes per household, restricting the amount of time those in individual households can devote to volunteer or community leadership activities.

Fiscal environment

Like most Washington municipalities, Covington’s budgets are tight. The City survived the Great Recession in better shape than most, and the community is able to meet its service obligations. But the stresses of new growth and the demands for increased public safety and recreation services means that any increased revenue will be welcome. While the City is far from being in a crisis situation, there is a long wish-list of things to do and not enough revenue to accomplish all of these. Trade-offs and prioritization will need to be made.

Transportation congestion

One of those items on the wish-list is to reduce transportation congestion. The most frequently-mentioned congestion area is along Kent-

Kangley Road, at and east of the interchange with SR-18. Interviewees identified this as the most prominent and aggravating congestion corridor, laying most of the blame on the narrowing of the roadway at the Jenkins Creek bridge and the series of traffic signals between Wax Road and the SR-18 interchange. Though this corridor is busiest during morning and evening peak hours, it also appears to have a relatively steady stream of cars throughout the day – and especially on weekends. The eventual connection of 204th north through the Hawk property and to another interchange at SR-18 may help alleviate this problem, as may the eventual widening of Kent-Kangley Road between Wax Road and 204th. This corridor – State Route 516 (also referred to as Kent-Kangley Road and SE 272nd Street) – is a carrier of regional traffic, one that is more crowded than Covington residents would prefer and one whose traffic flows will likely increase as new development occurs to the east and south.

Interviewees mentioned the City’s approaches to manage congestion on Kent-Kangley and its proactive move to prepare a design for the roadway’s improvements – even in advance of WSDOT’s commitment to do any work to it. There’s an understanding that the congestion problem is one the City will need to take the initiative to solve. The State may support the City’s work through earmarks or other special funding – likely a result of active City lobbying, but the more conventional approach of relying on WSDOT’s capital projects cycle will not necessarily be effective. According to some of those interviewed, the City will initiate construction to widen the road east of Wax Road, installing a bridge at Jenkins Creek and facilitating turning movements. Other work east of Jenkins Creek will follow at an unspecified future time.



Figure 4 - State Highway 516 (aka Kent-Kangley Road or 272nd St SE) is busy, and stakeholders solidly support its widening to alleviate congestion, particularly for the now two-lane section east of Jenkins Creek.

Connections

Interviewees also noted that it can be difficult to move from one Covington neighborhood

to another. Some of this is a result of the highway (SR-18), but much of it is the result of the community's incremental subdivision and development pattern. Housing plats were frequently developed independently from each other, often with intervening undeveloped land between them. The resulting pattern of cul-de-sacs has increased reliance on the community's arterials (like Kent-Kangley) and made it more difficult to make it from one neighborhood to another without traveling greater than expected distances. Covington's transportation network is not very well interconnected. It may make for quieter residential streets, but it contributes to arterial congestion, makes it more difficult to detour traffic around road work, and, because of longer distances, makes walking and bicycling a less attractive transportation alternative.

Trails

Walking and bicycling are popular recreational activities. Covington's residents may not walk or ride bikes to get to work or to shop, but they do walk, run and ride for fun. The community places an emphasis on trail development, and the Soos Creek Trail is an actively used resource. The City has adopted a trails plan, and it foresees increasing the reach and quality of the community's trails system.

Parks

Covington inherited its parks from King County, and recreational open spaces are scattered throughout the community. The City's community park, located in the extreme north of Covington, is planned to have ballfields, picnic areas and a number of other amenities geared to serve activities that no other park in Covington now can. The City also has an aquatic center, busy year-round, that is near the community park and adjacent to Tahoma High School. While the park system has a large inventory of recreational open space within or adjacent to City limits, the system is seen as generally deficient in meeting the community's needs.



Figure 5 - The County-owned and maintained Soos Creek Trail runs along Covington's western boundary. It is a popular recreational asset, and the County plans to extend it to become a major regional trail.

Soos Creek Park provides a popular trail that is proposed to connect regionally north and south, and the City has been working to implement its trails system in increments. Interviewees picture a more robust system of parks and trails, however, one that is designed and managed with the goal of serving Covington's park users and making connections to regional networks.

Employment

Interviewees noted that the bulk of Covington's working population leaves town for their places of employment. Covington residents work to the west and north, finding jobs in Tacoma, Kent, Tukwila, Renton, Seattle and Bellevue. Jobs in Covington generally are not high-paying enough to support living in Covington, according to interviewees, and they would like to chip away at that imbalance.



Figure 6 - Town Center and Hawk Subarea plans predict much more non-residential development for Covington, with Hawk taking advantage of immediate SR-18 access for potential big-box retail. It's still unclear how that may impact Town Center's development, particularly with Costco and Fred Meyer already there.

Town Center

The City's policies since its incorporation have supported the creation of a dynamic, mixed-use town center, and interviewees often identified the new town center as a place where people can gather, that will express Covington's unique identity and that will energize the community's retail core. Some interviewees expressed doubt in the town center's economic viability, but they also acknowledged that developers appear willing to invest in the concept, with developer agreements now underway and development proposals being advanced. Though some expressed doubts in its success, all support the concept of the envisioned town center and

believe it is an essential ingredient in defining Covington's sense of place for generations to come.

Hawk Property subarea

The Hawk Property subarea is a gravel pit reclamation site, and the subject of a subarea plan initiated by the land owner and adopted by the City. Interviewees looked to the Hawk property as a model for an urban village that provides a mix of commercial development focused on regional and local shopping, as well as employment opportunities and a variety of housing types. The property has immediate access to the highway, and its main road will connect to 204th – a transportation connection many interviewees noted with hopeful expectation. Making that northern interchange accessible to Covington's eastern neighborhoods is attractive to those interviewed, alleviating congestion on Kent-Kangley and potentially making retail development in the Hawk Property subarea more accessible to existing neighborhoods.

Family life

Interviewees live in Covington because they believe it is an excellent place to raise a family. They can afford to live in other communities, but they've chosen Covington because of the schools, neighborhoods or any other combination of factors that they value. Interviewees also identify parks and recreation as an important – if underserved – need in the community. Interviewees also indicated they would like to see easier, safer routes for children to get to school.

Shopping

Covington has a Costco, Fred Meyer, Safeway, Walmart, Home Depot, Office Depot, a Kohls and dozens of other stores benefiting from the community's location along Kent-Kangley Road (SR-516). Interviewees confirmed that Covington's retail core is a popular shopping

destination. It serves locals, and it serves those who come to Covington from throughout southeast King County.

Black Diamond/Maple Valley

Covington’s eastern neighbors are planning to grow, and interviewees mentioned repeatedly that Black Diamond’s master planned communities will greatly influence Kent-Kangley Road’s character and congestion and make even busier Covington’s shopping districts. Interviewees mentioned Maple Valley’s “Four Corners” development east of town on Kent-Kangley Road and how it has led to an appreciable increase of traffic on that corridor. The three cities are communicating, however, finding collaborative ways to identify and deal with the issues growth brings.

Kent

Covington’s western neighbor has annexed land to reach Covington’s city limits, creating an entirely urban and municipal corridor between Covington and SR-167. Interviewees mentioned that Kent is a community distinctly different than Covington, with a population that is more economically and racially diverse and with a busy employment sector. While Covington is more of a residential community, suburban in character, Kent is more urban. The two communities collaborate on issues of common concern, but, according to interviewees, there is a history of competition, particularly regarding Kent’s easternmost annexations. The two communities are closely tied together. They share a school district, and they share a water/sewer district.

Storm water

Covington drains. Soil conditions provide Covington a somewhat unique opportunity to manage its stormwater incredibly effectively. Storm water management strategies employed elsewhere in King County, where soils cannot as effectively accommodate storm flows, may not be applicable in Covington. According

to interviewees, this can provide Covington with creative license to integrate storm water management in interesting ways, potentially using stormwater facilities as instruments to enhance community character and increase the community’s recreational assets.

Urban growth boundary

The issue of Covington’s urban growth boundary arose in interviews, as well. Some interviewees believe that maintaining a discrete edge between what’s urban and what’s rural is crucial to defining Covington’s character. Others believe that the edge is in the wrong place and that it might be more appropriate to transition gradually from urban levels of intensity to a rural landscape. “The Notch” – that area outside of the UGA northwest of SR-18 and east of Wax Road – came up in discussions, too. Most of the comments were limited to explanations of that area’s history, while others dealt with whether the area should be included in the UGA or not.



Figure 7 - Power lines and utility easements trace through the Town Center area, providing both opportunities for open space amenities and constraints to future development.

Interviewees noted that the time to consider its inclusion is in the somewhat distant future. At present, the area's political history and King County policies indicate that that it may never be included.

Direction

These stakeholder interviews tended to confirm that the City's overall direction is one supported by the community. Policies included in the comprehensive plan and in the Town Center and Hawk Property Subarea Plans also appear to be supported, with enthusiasm high regarding the proposed types of development in both areas. Stakeholders also tended to appreciate the City's efforts in managing its storm water, progress in land development, fiscal affairs, and its coordination with agency partners.

There are still topics with some ambiguity, and these will need to be better clarified to inform the public of existing planning efforts, policies and regulations, or investigated further in this process. These include:

- *The usefulness of the existing comprehensive plan as a resource tool and guiding document. Few of the stakeholders were familiar with the plan's content and direction, though most believed that it must be working because they like what their community has become.*
- *Providing additional employment for residents in or near Covington. Some mentioned the unincorporated "notch" as a candidate for this type of employment-oriented development, but anything in that area will require close and careful negotiation with King County.*
- *The consequences of expansion of Kent-Kangley to the character of development on either side of it. The City has committed to*



Figure 8 - Many of Covington's streets end in cul-de-sacs or terminate at three-way intersections, making it difficult to move from one part of town to another without relying on major arterials. While this may help keep neighborhoods quiet, it increases congestion, discourages walking, and lengthens auto trips.

widening the roadway to accommodate existing congestion and forecasts of even more, but there may need to be attention paid to how that change in roadway scale will impact the development of land along it.

- *The priority of capital spending and resources for it, particularly with regard to street widening and other likely candidates for that investment, like parks or trails. There are more needs than resources.*
- *The overall character and purpose of the two proposed developments at Town Center and the Hawk Property, clarifying the types of land uses proposed to locate there to ensure the two are complementary and not in competition. Existing policies in the comprehensive*

*plan and the Hawk Property Subarea
Plan underscore the need for the two to be
complementary – but the City will likely need
firm resolve to ensure it happens that way.*

These stakeholder interviews confirmed staff's belief that this project needs to focus on fine-tuning of City policy versus transformation.



Figure 9 - Stakeholders appreciate Covington's fiscal resilience, and they are eager to see how an economic development strategy can help the community become even more robust.

Vision Workshop

The City of Covington hosted a vision workshop on June 23, 2014, asking participants to reevaluate the City Council's vision for the community and suggest refinements as part of this comprehensive plan update.

Participants listened to an introductory presentation, reviewing the project overall and providing a snapshot of Covington's demographics. Divided into small groups, participants then concentrated on "vision snippets," abbreviated representations of the City's adopted goals and policies to familiarize themselves what is already on the books and to prepare for the next phase of the workshops.

When reviewing the "vision snippets," participants were asked to indicate their preferences among pairs, both of which concerned a specific topic and where the City's existing policy direction is nuanced, non-specific, or ambiguous. This warm-up exercise helped participants become aware of the types of tradeoffs inherent in a vision statement, ready to think critically about what the plan's overall direction should be.

Still in small groups, workshop participants took to the tabletop worksheets. These worksheets facilitated group work to:

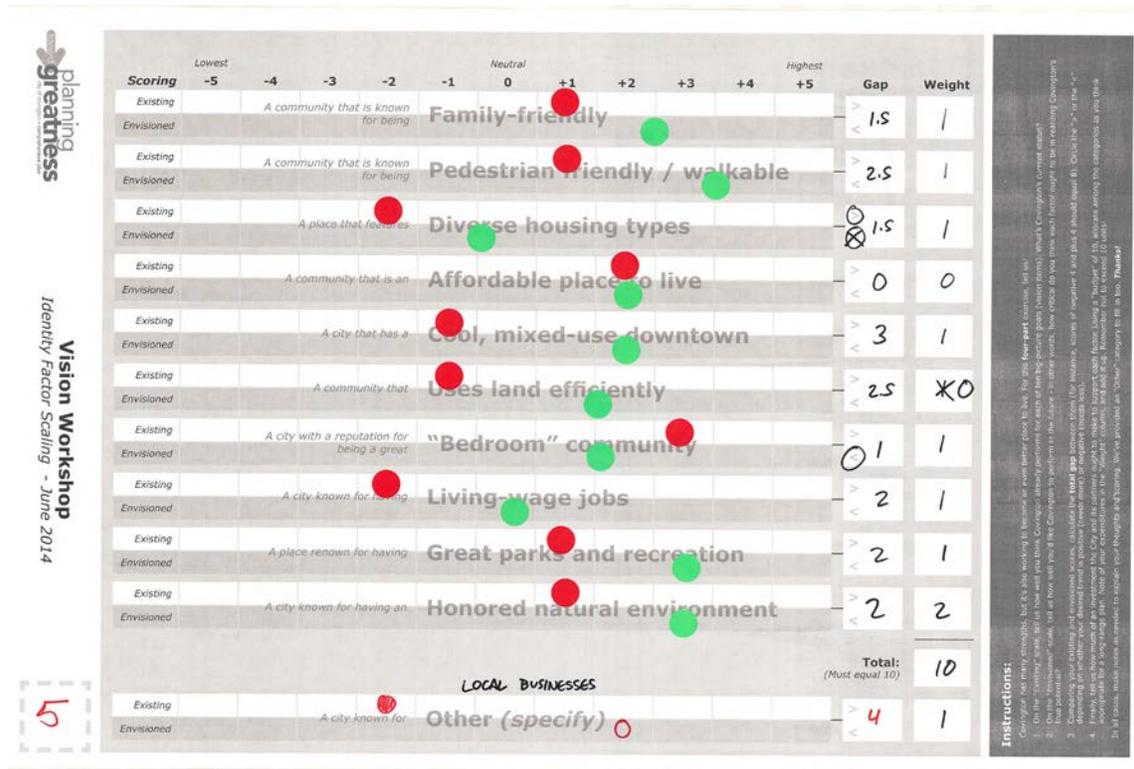
- *Explore 10 different topic areas that bear on Covington's vision, including "small town feel," "employment," "shopping," "bedroom community," and others.*
- *Score how well (or poorly) Covington is doing in each category today.*

- *Rate where Covington should be in each category at the conclusion of the planning period.*
- *Calculate the "vision gap" in each category, finding the difference between the existing condition and the desired future state.*
- *Budget the relative amount of resources the City should expend to close the gaps in each category, taking into account that resources are limited.*

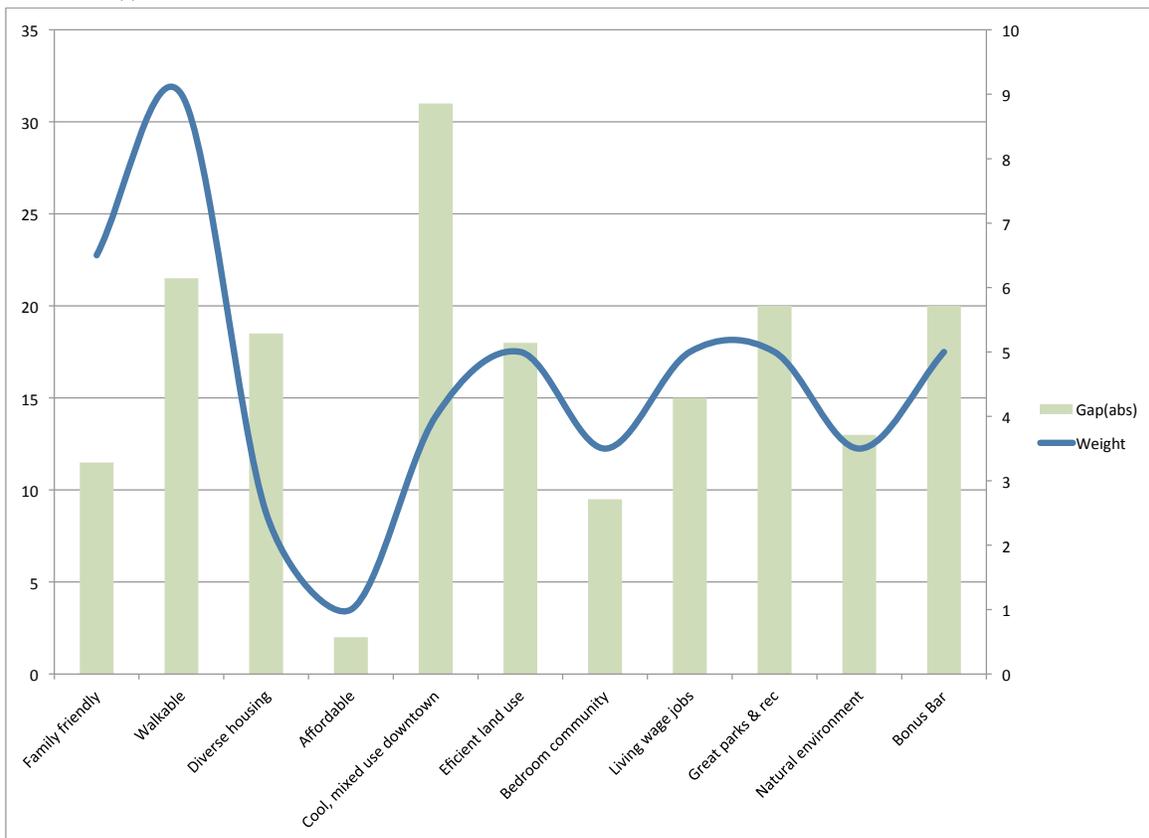
The results, summarized in Table X.0X, indicate that certain categories - like "dynamic Town Center" - represented a large gap between what exists today and what is envisioned for the future. Judging by the relative weighting, participants also believe that closing that gap is worthwhile. Other categories - like "local employment" - received little attention, either because participants do not seek a future much different than today's or because they do not believe it is a concern the City should direct much of its resources to address.

Participants presented their collective findings at the conclusion of the small-group exercises, generally finding agreement among the tables across all categories.

Results from this workshop helped to narrow down the focus of the storefront studio, concentrating the process focus on particular issues of importance. Neighborhood connectivity, Town Center development, arterial roadway congestion, and parks and recreation seem to attract the bulk of the community's attention, and, based on this workshop's results, the community will support the City's work to advance toward a collectively-supported vision.



Figures 10 & 11 - The green vertical bars in the image below represent the total "vision gap" for all participant worksheets (example, above), and the blue line represents the total resources participants would dedicate to each category. "Family friendly" has a small gap, but participants favor heavy investment to ensure family friendliness is sustained in Covington. Likewise, "Cool, mixed-use downtown" shows a large gap, but the participant investment in it is only moderate, indicating that some believe it's time for the market to begin its own work to make it happen.



Storefront Studio Activities

As part of the public outreach process for Covington's 2015 Comprehensive Plan update, a "Storefront Studio" was held July 21-24 in a then-vacant storefront space in Covington Square, 16915 SE 272nd Street. The storefront studio created a type of process headquarters where residents were able to visit at any time during the course of the day and speak with members of the plan update team, review displays and process documents, complete worksheets, leave written comments and seek answers to questions on plan-related issues. The studio also served as a venue for two evening public workshops. Specific times and agenda activities are listed in Table 1.01. Photographs showing the venue, displays and activities are included throughout this memo.

As indicated in Table 2, agenda activities included "open studio" times each day with public workshops regarding policy and transportation on Tuesday, July 22 and Thursday, July 24, respectively. Displays included materials regarding:

- *Hawk Property - maps and master plan information*
- *Site plans for the Maple Hills subdivision*
- *Town Center - maps, process materials from previous downtown visioning process*
- *Current City future land use and zoning maps*
- *Capital Improvement Plan maps and itemized street projects*
- *Roadway improvement schematic drawings for Kent-Kangley Road (SE 272nd Street) including the proposed bridge at Jenkins Creek*
- *Renderings for the mixed-use buildings proposed by Gemstar Properties in the town center area*

- *Worksheets and results from the June 2014 Vision Workshop*
- *Site plans and drawings of the proposed expansion of the Multi-Care Clinic.*

Open Studio

Approximately 36 residents dropped in during the course of the storefront studio, with the majority of those providing names and addresses on sign-in sheets (*copies of sign-in sheets are included at the end of this memo*). Most visitors spent time reviewing the display panels, asking questions about progress on each and providing verbal feedback to staff and facilitators. A majority of participants focused their attention on panels related to the Hawk Property, Town Center proposals and future plans for Kent-Kangley Road. Related to these topics, the overall tone of comments were as follows:

Table 2 - Studio Schedule

Date	Activity / Time
Monday July 21	Open Studio (3:00 – 7:00 pm) • Maps and display review • Idea exchange • Worksheets, planning diagrams
	Open Studio (9:00 am – 6:00 pm) • Maps and display review • Idea exchange • Worksheets, planning diagrams
Tuesday July 22	Policy Workshop (6:30 – 8:30 pm) • Presentation • Group activities • Group summaries/reports
	Open Studio (9:00 am – 9:00 pm) • Maps and display review • Idea exchange • Worksheets, planning diagrams
Wednesday July 23	Open Studio (9:00 am – 6:00 pm) • Maps and display review • Idea exchange • Worksheets, planning diagrams
	Transportation Workshop (6:30 – 8:30 pm) • Presentation • Group activities • Group summaries/reports

Hawk Property – Visitors seemed excited about prospects for this development, though some expressed concern regarding the potential for heavy traffic and other disruptions associated with the proposed south access route from 204th Avenue SE.

Town Center – Visitors were very supportive of plans for the town center area, including the mixed-use buildings now being considered by the City.

Kent-Kangley Road – The vast majority of visitors expressed concerns about traffic volumes, use patterns, infrastructure needs and other transportation-related issues. Because many of these concerns were associated with Kent-Kangley, visitors spent a great deal of time reviewing future plans for this corridor. Most felt improvements shown ought to remain a high priority for the City, even though costs make this a long-term objective. Visitors were generally supportive of the widened bridge crossing Jenkins Creek, including the concept of providing trail passage below the future structure.

When visitors had specific comments to make, facilitators maintained a separate "Grab Bag" panel for recording notes. The following presents these comments:

- *"176th crossing: Status? Funding for maintenance?"*

- *"Kent pays for DART for its residents, why not here?"*
- *"Town center to Four Corners?"*
- *"Taboma High School roundabout: Left turns are tough at high school and community park."*
- *"Public safety and response time – what's the tipping point to have local stations?"*
- *"Transportation managed as development occurs?"*
- *"Left turn access from 156th to 272nd needed."*
- *"Dog park? Have to go to Kent, even though there are lots of dogs/demand here!"*
- *"Street-light out at 201st & 272nd."*
- *"We need a hotel in town!"*
- *"Sidewalk needed on Wax Road/SR 18 overpass."*
- *"Retain small town feel – don't grow up to be big as Kent."*
- *"Sidewalks, and a good place to park once and walk about from there."*
- *"Market-based approach to business development: Don't dedicate very much city money."*
- *"More good stores, less fast food."*
- *"Cornerstone access to Timberlane."*
- *"SR 18 is major pedestrian barrier."*

Workshops

Despite aggressive efforts to publicize them (see Figure 15) attendance for the two workshops was very poor – zero participants



Figure 12 - The storefront studio, shown here, occupied a space at Covington Square between Pier 1 and Dollar Tree. In addition to the window signs, panel displays were visible to passers-by.

attended the policy workshop, and just one member of the general public attended the transportation workshop. Regardless, the consultant team proceeded with workshop activities at both events – albeit in abbreviated form – with staff added to the mix. The following presents results from activities at the workshops:

Policy Workshop – Participants were asked to work with a partner on a three-part exercise related to four topic areas, namely "Road connections and walkability," "Town Center & Downtown," "Local, living-wage jobs," and "Addressing traffic congestion."

Part 1: For each topic, teams were asked to estimate, on a scale of negative five to positive five, Covington's existing performance on each topic. Using the same scale, participants were then asked to indicate how they'd like Covington to perform within the next 20 years.

Part 2: For each main topic, teams were asked to indicate how they'd allocate overall resources in addressing them, using a budget of 10 dots.

Part 3: Finally, participants were asked to characterize their policy approach to addressing each of the four topic areas, choosing between a "Slow," "Steady" or "Speedy" approach. For the latter two characterizations especially, teams

were asked to provide written comments on specific ideas and/or target projects that would best address their expectations for that topic.

Tabulated results from worksheets – three from staff teams and one from an individual worksheet filled out by a participant earlier in the day – are presented in Figure 1.04. These show high expectations for Covington's Town Center, with participants willing to invest community energies in helping make it happen. The next highest gap related to the need for local jobs, with associated resource budgets nearly matching those provided for the third-highest gap, that related to connectivity/walkability. Oddly, the topic of "Congestion relief" scored lowest on gap, i.e. the difference between existing conditions and those hoped-for over time. This may be related to recognition (especially by staff participants) that addressing congestion is an especially expensive undertaking, and the City cannot hope to make significant progress without State and Federal assistance. Most characterized their approach to each topic area as a "steady" one, preferring to address issues with strategic, incremental investment of time and energy.

Copies of original worksheets from the Policy Workshop and scanned copies of completed



Figure 13 – An interior panoramic view of the studio, showing the sign-in table, various displays and the document library.

worksheets (including notes from part 3 of the exercise) are available from the City of Covington upon request.

Transportation Workshop – For this workshop, participants were asked to evaluate conditions in 10 areas of the city, indicating 1) What they considered ought to be the main objective for the area, 2) What project or projects ought to be tackled that might best achieve the named objective, and 3) What trade-offs might be associated with work addressing their objectives.

Copies of original worksheets from the Transportation Workshop and scanned copies of completed worksheets are available from the City of Covington upon request.

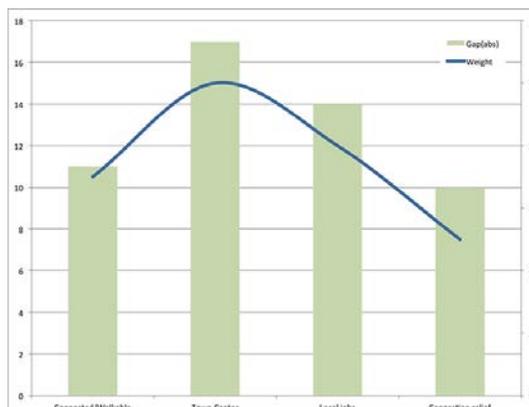


Figure 14 - As indicated by the "gap" results from the policy workshop exercise, participants have high expectations for Covington's Town Center, and seem willing to invest community energies in helping make it happen.

Figure 15 - The storefront studio was well-publicized, including noticing via the City's website, social media channels, e-mail, and a newspaper and dozens of flyers posted in area retail stores and restaurants (as above).

Area / Corridor	Transportation Objective	Idea to Achieve	Trade-off
1 SE 272 nd St / Kent-Kangley Rd	Through traffic Move traffic	Adding travel lanes	Faster traffic means less unplanned stops at commercial core = less traffic
2 Town Center	Walkability Park once walk to multiple locations	Slow traffic pedestrian friendly shaded blocks Sense of place well landscaped	May need park trip garage + need to use private land + developer driven Market dependent
3 Covington Way SE	Improve intersection @ 272 nd - Better connection to South - By-pass	Accumulate freight + truck	
4 SE Wax Rd (south of SE 272 nd St)	Improve movement + Improve T.C. Accessibility Connect T.C. to future park	Constructing sidewalks + walking paths - Improve street scape	More traffic faster traffic
5 SE Wax Rd (north of 272 nd St SE)	Already completed	Provided bike lane, sidewalks + improved movement to SE 13	none
6 West Covington	Improve connections between neighborhoods - Complete sidewalk/ped. connections	promote development of new development - focus grant for ped. mobility	- diverting from streets parks etc to sidewalk improvements - taking private land - to keep private land - diverting funds from other funds
7 SE 256 th St	+ multi-modal improvements + Improve safety	+ Add sidewalks	
8 North Town-Center Downtown	Improve network - Fix gaps in roads + sidewalks	- Redevelopment should promote connectivity + blocks - Connect implications to commercial area.	- Buy property - Changing uses - Changing travel patterns
9 North Covington	Connectivity between developments	Improve sidewalks on 180 th + w/in neighborhoods	- Perception of loss of privacy + safety concerns - cut thru traffic
10 East Covington	- Consistency - Neighborhood connectivity - Fix poor streets - walkability	Add sidewalks/repave/rebuild roads	- takes money from other funds/prog - could draw additional traffic

Transportation Objectives may include goals like:

- Improving walkability
- Minimizing traffic congestion
- Maintaining small town character
- Providing safe travel for all modes
- Improving neighborhood connections

Trade-offs may include:

- High cost (\$ not available for other purposes)
- Need to use private land
- Increase in pedestrian crossing distances
- Increased travel times for drivers
- Increase in impervious surfaces for runoff
- Neighborhood cut through traffic

Your own ideas are encouraged, but the types of projects the City is considering include:

- Multiple direct travel options
- Fixing gaps - constructing road segments to connect neighborhoods
- Improving intersections with roundabouts or signals
- Adding travel lanes
- Constructing sidewalks and walking/biking paths
- Striping bike lanes

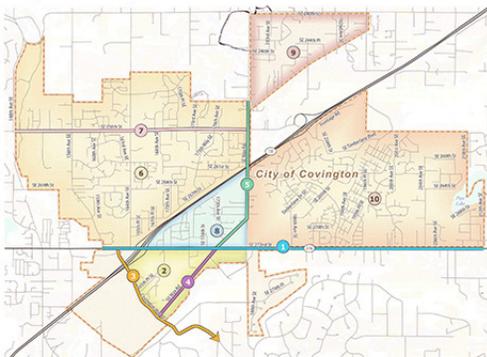


Figure 16 - A completed copy of the worksheet developed for the Transportation Workshop. Results from this exercise are provided at the end of this memo.



Figure 17 - Participant numbers were low, but most spent significant time with team members, learning about city initiatives, relating concerns, or providing background on community issues.

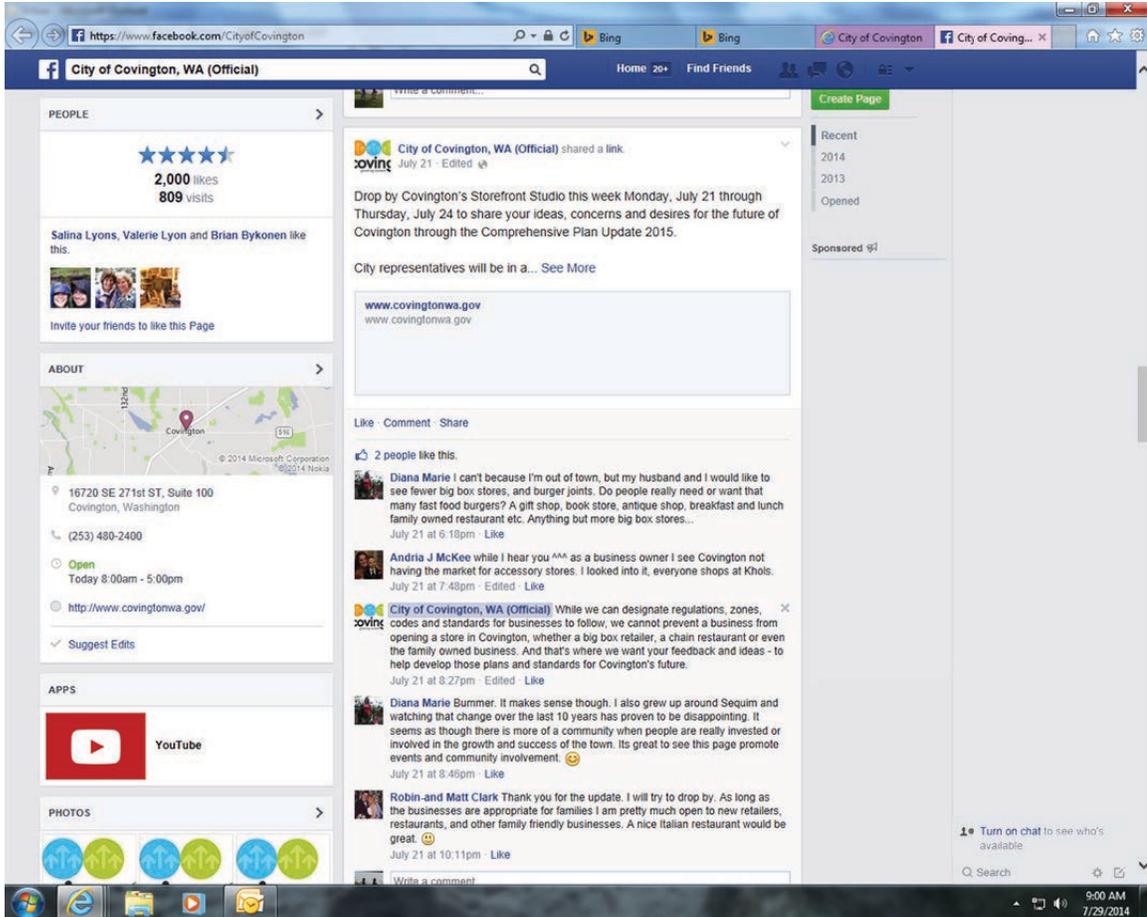


Figure 18 - A screen-shot of the City of Covington's Facebook™ page, showing comments related to the 2015 Comprehensive Plan update.

Worksheet Results
Transportation Workshop



Area/Corridor	Objectives	Ideas/programs	Tradeoffs
1. SE 272nd/Kent-Kangley	"Moving cars"	"Widening"	"Cost"
	"Minimizing traffic congestion"	(N/A)	(N/A)
	"Through traffic, move traffic"	"Adding travel lanes"	"Faster traffic means less un-planned stops in commercial core = less \$"
	"Move cars; access to commercial properties"	"Signal timing, widening; turning movements isolated crossing opportunities easier"	"Future increased flows; expenses; slowed flow through town center"
2. Town Center	"Maintaining small-town character and emphasis on safety for all travel modes"	"Better code enforcement and better cooperation"	(N/A)
	"Maintaining status-quo as town center develops"	(N/A)	(N/A)
	"Walkability. Park once, walk to multiple locations"	"Slower traffic; pedestrian-friendly; shorter blocks; sense of place; well landscaped"	"May need parking garage; need to use private land; developer-driven; market-dependent"
	"Pedestrian mobility; access to commercial/civic uses"	"Street grid, sidewalk/ped environment; drive access; structured parking; wayfinding; on-street parking"	"Private land available for development; expense; market timing"
3. Covington Way SE	"Moving cars"	"Need eastbound left-turn lane, lane widening with two westbound left-turn lanes"	"Cost and property owner resistance"
	"Safe travel for pedestrians and bikes as town center grows"	(N/A)	(N/A)
	"Better connection to south; bypass"	"Improve intersection at 272 nd ; accommodate freight and travel vehicles"	"Expense; vehicle speed increased; SR 516 intersection impact"
	"Move cars"	"Curve straightening"	"?"

4. SE Wax (S of SE 272nd)	"Safe travel for walking and biking"	"Good, fat sidewalks and bike lanes (6' w/planter strip)"	"Cost" (N/A)
	"Safe travel for pedestrians and bikes as town center grows"	(N/A)	"More traffic; faster traffic"
	"Improve movement; improve town center accessibility; connect town center to Jenkins Creek"	"Construct sidewalks and walking paths; improve streetscape"	"Expense; unattractive to motorists"
	"Access town center – all modes"	"Complete street section/showcase; slow speeds"	
5. SE Wax (N of SE 272nd)	"Already well-done"	(N/A)	(N/A)
	"Pedestrian safety"	(N/A)	(N/A)
	"Already completed"	"Provided bike lane, sidewalks and improved movement to SR 18"	"None"
	"Link neighborhoods to town center"	"Fine as-is – complete pattern; enhance SR-18 crossing for peds/bikes"	(N/A)
6. West Covington	(N/A)	(N/A)	(N/A)
	"Maintaining small-town character"	(N/A)	(N/A)
	"Improve connections between neighborhoods"	"Complete sidewalk/pedestrian connections; promote connections in new development; focus grant for pedestrian mobility"	"Diverting money from streets, parks, etc. to sidewalk improvements; taking private land"
	"Link neighborhoods – bike/ped; overcome SR 18 barrier"	"Subdivision design, trails, ROW acquisition; parallel access; crossing enhancements"	"Expense, political resistance; expense, private properties; expense, project"
7. SE 256th Street	"Moving cars, safe bike and walking"	"More controlled ped crossings and better sidewalks"	(N/A) (N/A)
	"Maintaining small-town character"	(N/A)	"Taking private land; diverting funds from other funds"
	"Multi-modal improvements; improve safety"	"Add sidewalks"	
	"School/community access; interchange access"	"Complete patterns"	(N/A)

8. North Town Center	"Safe travel for walking and biking"	"Good sidewalks and bike lanes, code enforcement"	(N/A)
	"Connectivity"	"Complete the planned road"	"Buy out at least one single-family home"
	"Improve network; fix gaps in roads and sidewalks"	"Redevelopment should promote connectivity; blocks; connect neighborhoods to commercial areas"	"Buy property; changing uses; changing travel patterns"
	"Link neighborhoods to town center; overcome SR-18 barrier"	"Connections (ROW, trails), SR-516 crossings; parallel access; crossing enhancements"	"Expense, political resistance"
9. North Covington	"Safe walking"	"Sidewalks on main arterial"	(N/A)
	(N/A)	(N/A)	(N/A)
	"Connectivity between developments"	"Improve sidewalks on 180 th w/in neighborhoods"	"Perception of loss of privacy and safety concerns; cut-thru traffic"
	"Neighborhood connections – all modes"	"ROW, trails – acquisition or subdivision design"	"Expense, political resistance"
10. East Covington	"Safe walking"	"Sidewalks on main arterial"	"N/A"
	"Better connectivity"	"204 th extension"	"High cost"
	"Concurrency; neighborhood connectivity; walkability"	"Re-pave streets; add sidewalks/re-build roads"	"Takes money from other funds/projects; could draw additional traffic"
	"Neighborhood connections – all modes"	"ROW, trails – acquisition or subdivision design"	"Expense, political resistance"

**Covington Storefront Studio
July 21-24, 2014
Sign-in Sheet**

Name (PLEASE PRINT CLEARLY)	Email	Address (Street address, City & Zipcode)	Group Affiliation (if any) (e.g. HOA, Business, Agency)	How did you find out about this Workshop? (e.g. newspaper, city's Website or Facebook page, direct email from City, flyer, word of mouth, other)
Bryan Higgins	cindyandbryan@hotmail.com	1727 SE 26th PL Covington, WA 98042		F.B.
Laura Morrissey	maysonandlaura@yahoo.com	26313 185th Ave SE Covington, WA 98042		email
Randy Newton	rknowte@msn.com	24608 181st PL SE Covington WA 98042		walkup
Joyce Bowler	jobowler@live.com	20416 SE 261st Place Covington 98042		HOA Pass -
Niky HAMILTON		30225 188th AVE		
DJ NESEL	dj.nesel@comcast.net	-		walkup
FRAN MCGREGOR - HOLLUMS	celticcouple@msn.com	27120 -204th AVE SE 98042	COVINGTON COMMISSIONER	CITY HILL
Richard Quintus	RQuintus@gmail.com	19417 SE 2712th PL		F.B.
Laura Roth	lauraroth@comcast.net	27177 -180th Ave SE	Remax C&DC	-

Note: Consistent with the Public Records Act, Chapter 42.56 RCW, all records within the possession of the City may be subject to a public disclosure request and may be distributed or copied. Records include and are not limited to sign-in sheets, emails, comments, correspondence, etc. Use of lists of individuals or directory information (including address, phone or email) may not be used for commercial purposes.

**Covington Storefront Studio
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Sign-in Sheet**

Name (PLEASE PRINT CLEARLY)	Email	Address (Street address, City & Zipcode)	Group Affiliation (if any) (e.g. HOA, Business, Agency)	How did you find out about this Workshop? (e.g. newspaper, city's Website or Facebook page, direct email from City, flyer, word of mouth, other)
ADAMS FAMILY	CTADAMS2@COMCAST.NET	MAPLE VALLEY	Covington	HOA EMAIL
Scott Simpson	scot@simpson.com	Covington	-	
Jason Lee	goldenphoenix@gmail.com	Covington		
Tara Aarness	Tara.Aarness@gmail.com	Covington		Website
Jose Martinez	Jocmr2010@gmail.com	Covington		Flyer at Covington Days
LR DYKDAHL	LRDYKDAHL@COMCAST.NET	KENT		
DONALD L. SIMS		25040 180TH AVE. SE. COVINGTON		E-MAIL
TIM McDowell	TimothyW1967@bmail.com			WALK BY
Emily Hamilton	sicle@gmail.com	25863 201st Ave SE Covington		Fair/ FB post
TIM BRUNER	TRETAX66ANDPA370@yahoo.com	COVINGTON PLACE RETIREMENT CTR		FLYER
FRAN & Ken BLYANT	KfKent@comcast.net	29508 179th PI SE Kent WA 98042		
WAFAC MASS		17244 SE WAVER COVINGTON WA		PAPER
DOUG & CLAUDIA BREDOW	PBREDOW@COMCAST.NET	18636 SE 277th PL 98042		EMAIL
Eric + Barb Bleckwehl	bleckwehl@comcast.net	16505 SE 278th St		email
Sue Baney	sbaney@yahoo.com	17460 SE 256th ST		Covington Days flyer

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Priorities & Preferences Workshop

This workshop - conducted on August 21, 2014 - targeted the City's Planning Commission, Community Economic Development Commission and Parks Board, inviting these members to consider the Storefront Studio's results and provide guidance on the plan's policy and implementation action recommendations.

The evening's main exercise reviewed the policy workshop from the Storefront Studio, asking participants to consider three main approaches to directing policy and how much influence the City should try to exert in it.

This activity helped in the efforts to complete the consolidation of the overall policy framework and to sort through and prioritize implementation actions. For the most part, participants appear to favor improvements to the community's transportation system, particularly those that will alleviate congestion on Kent-Kangley Road and make it easier to travel between neighborhoods without using the busy arterials.

Town Center again emerged as an important priority, but the participants believe that the momentum is already building and that the market may be ready to take it from this point.

The workshop was the final step in the public's involvement in developing the plan draft. Input at this meeting confirmed that the City's existing vision and policy direction are fine overall, but that it may be time to gradually shift implementation priorities, particularly with regard to Town Center. Issues related to transportation congestion, neighborhood



Figure 19 - Participants agree that getting around Covington, whether by car or on a bike, is a priority concern. Increasing capacity on Kent-Kangley and making it more attractive to do something other than drive to get from Point A to Point B gained popular support.

accessibility, and elevating interest in developing the Hawk Property Subarea appear to be of increasing importance.

Policy Point "D" Addressing traffic congestion

1: Introduction

2: Gap & Energy

2a. Scoring: Existing -5, -4, -3, -2, -1, 0, +1, +2, +3, +4, +5. Envisioned: 3. **Auto-mobility**

2b. Resource budget: 3

3: Policy Approach

Policy Point "A" Road connections and walkability

1: Introduction

2: Gap & Energy

2a. Scoring: Existing -5, -4, -3, -2, -1, 0, +1, +2, +3, +4, +5. Envisioned: 6. **Interconnected / walkable**

2b. Resource budget: 2

3: Policy Approach

Policy Point "B" Town Center & Downtown

1: Introduction

2: Gap & Energy

2a. Scoring: Existing -5, -4, -3, -2, -1, 0, +1, +2, +3, +4, +5. Envisioned: 3. **Town Center & Downtown**

2b. Resource budget: 2

3: Policy Approach

Policy Point "C" Local, living-wage jobs

1: Introduction

2: Gap & Energy

2a. Scoring: Existing -5, -4, -3, -2, -1, 0, +1, +2, +3, +4, +5. Envisioned: 3. **Local, living-wage jobs**

2b. Resource budget: 2

3: Policy Approach

Figure 20 - Worksheets - examples here - asked participants to concentrate on a handful of policy directives, identifying how much and how quickly the City should act.

Planning Commission

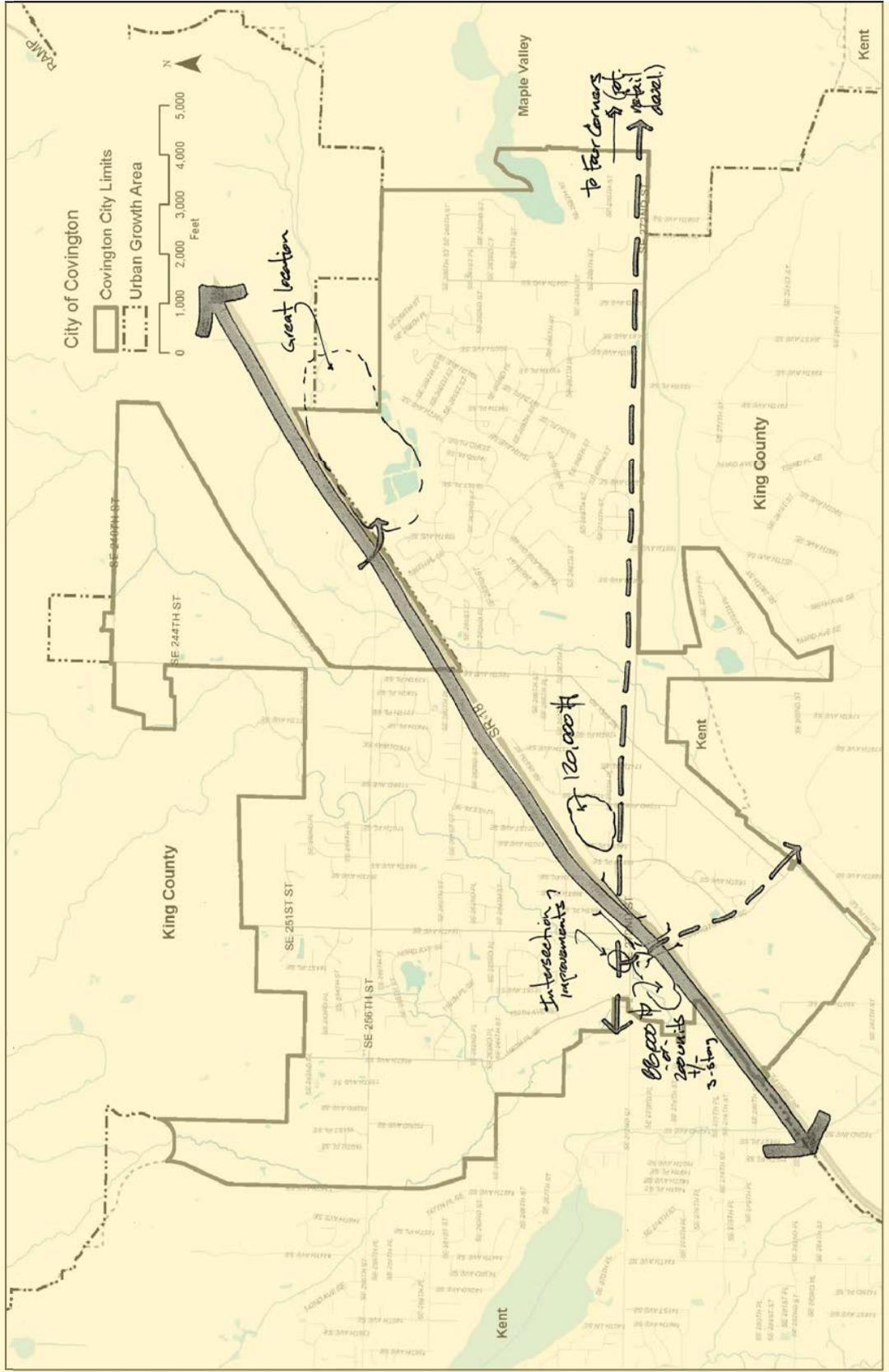
This section will be completed after the Planning Commission has made its recommendations.

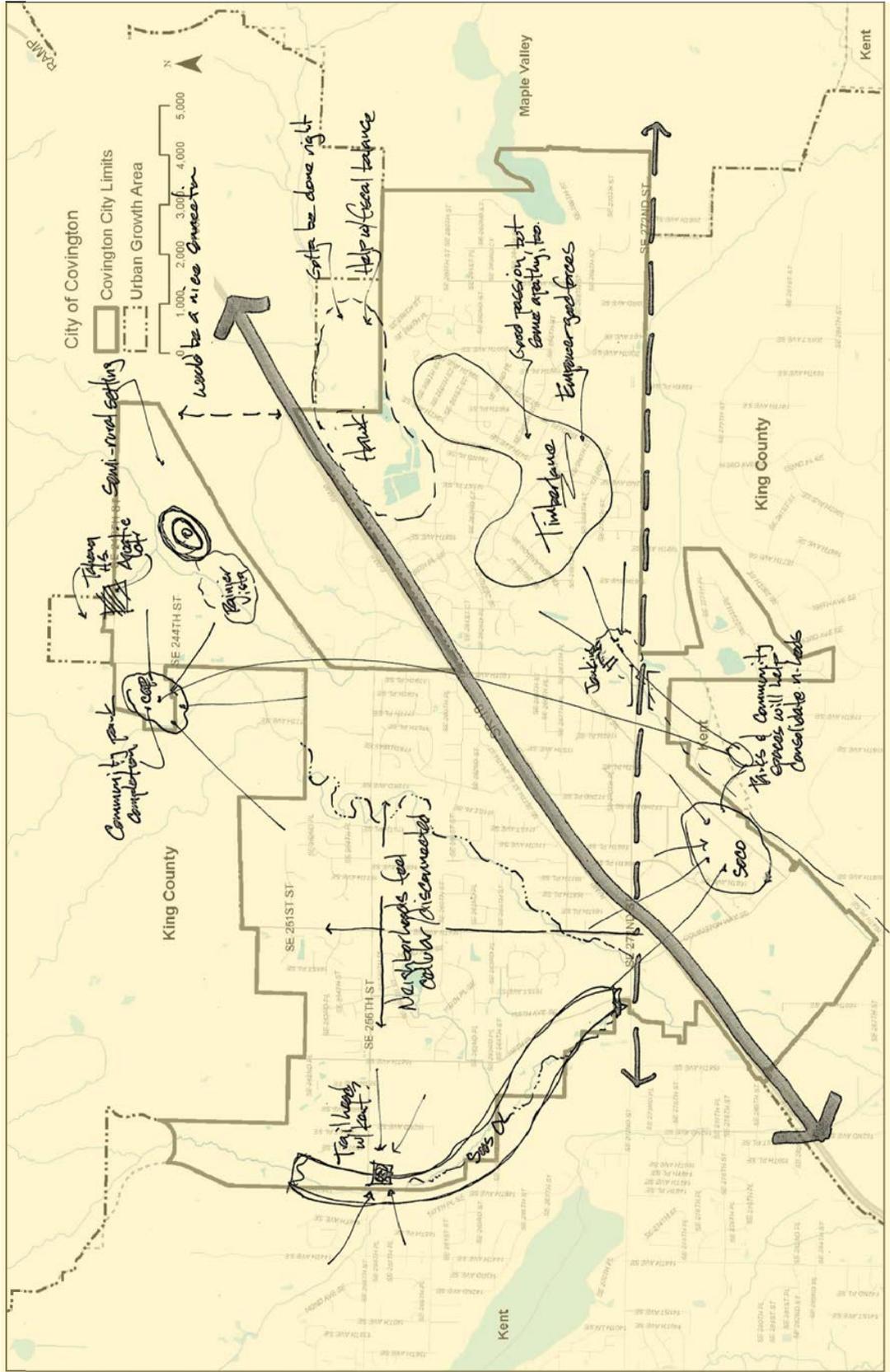
City Council

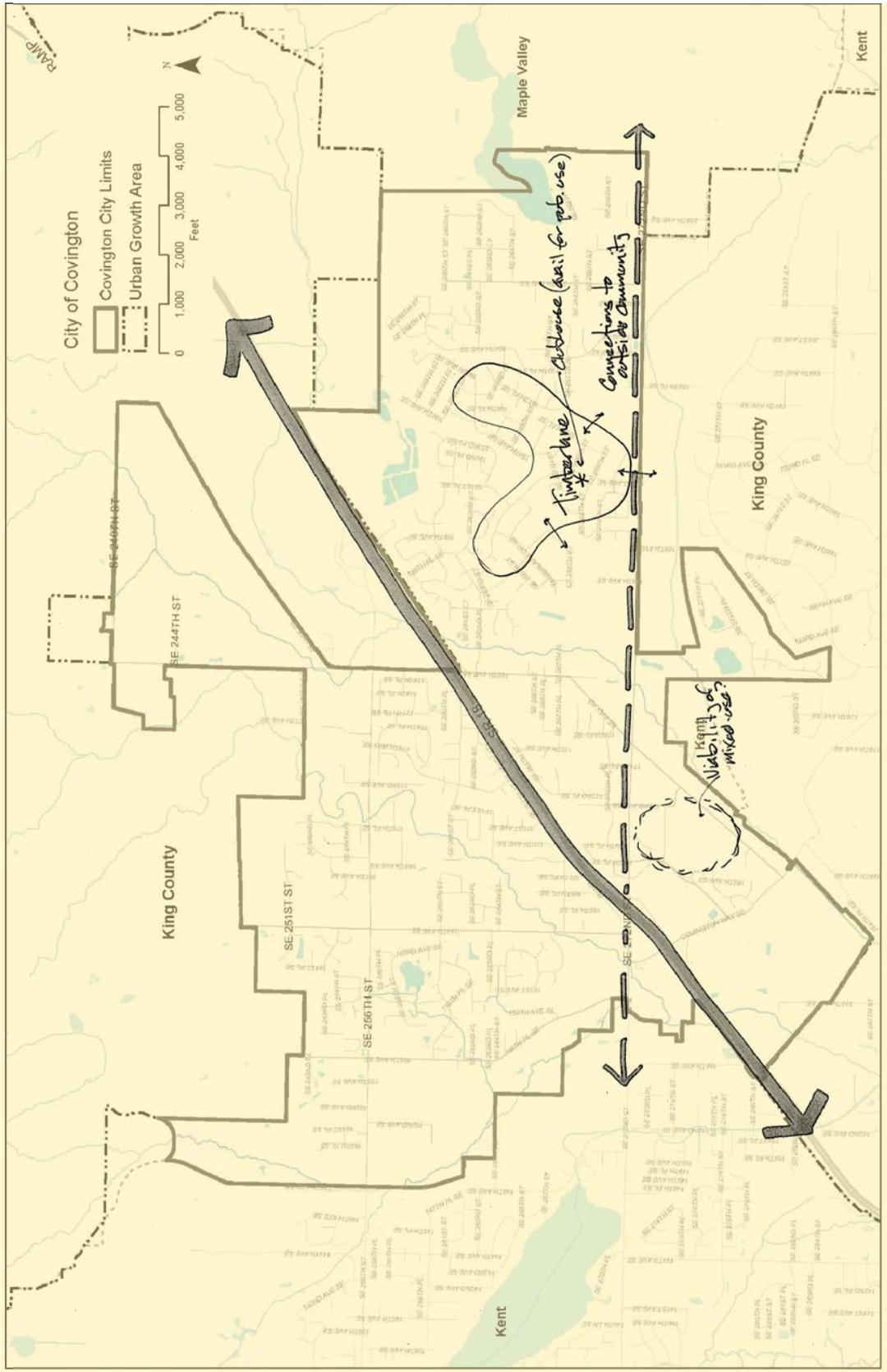
This section will be completed as part of the preparation of the final document after official City Council action.

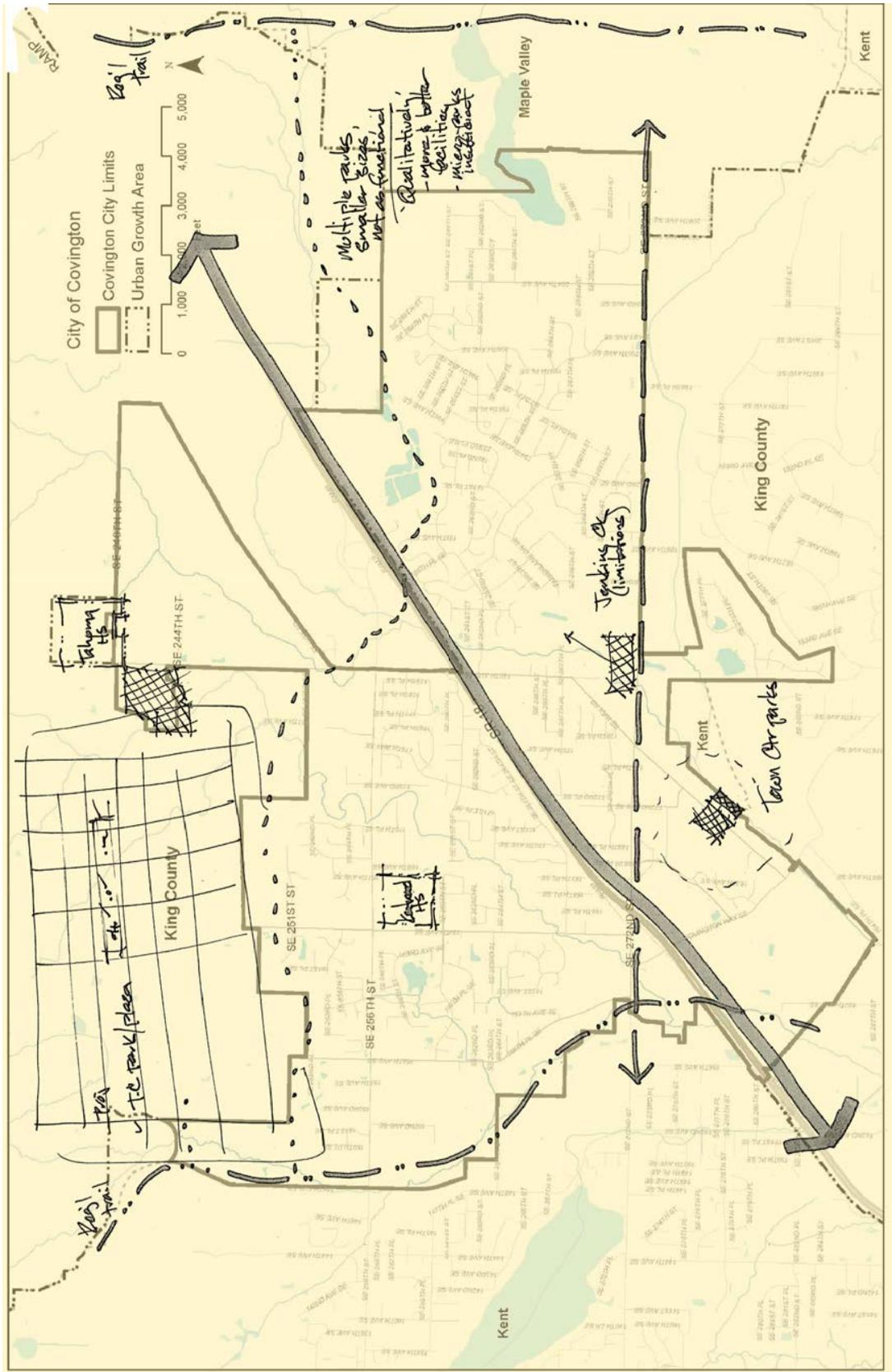
Interview Sketches

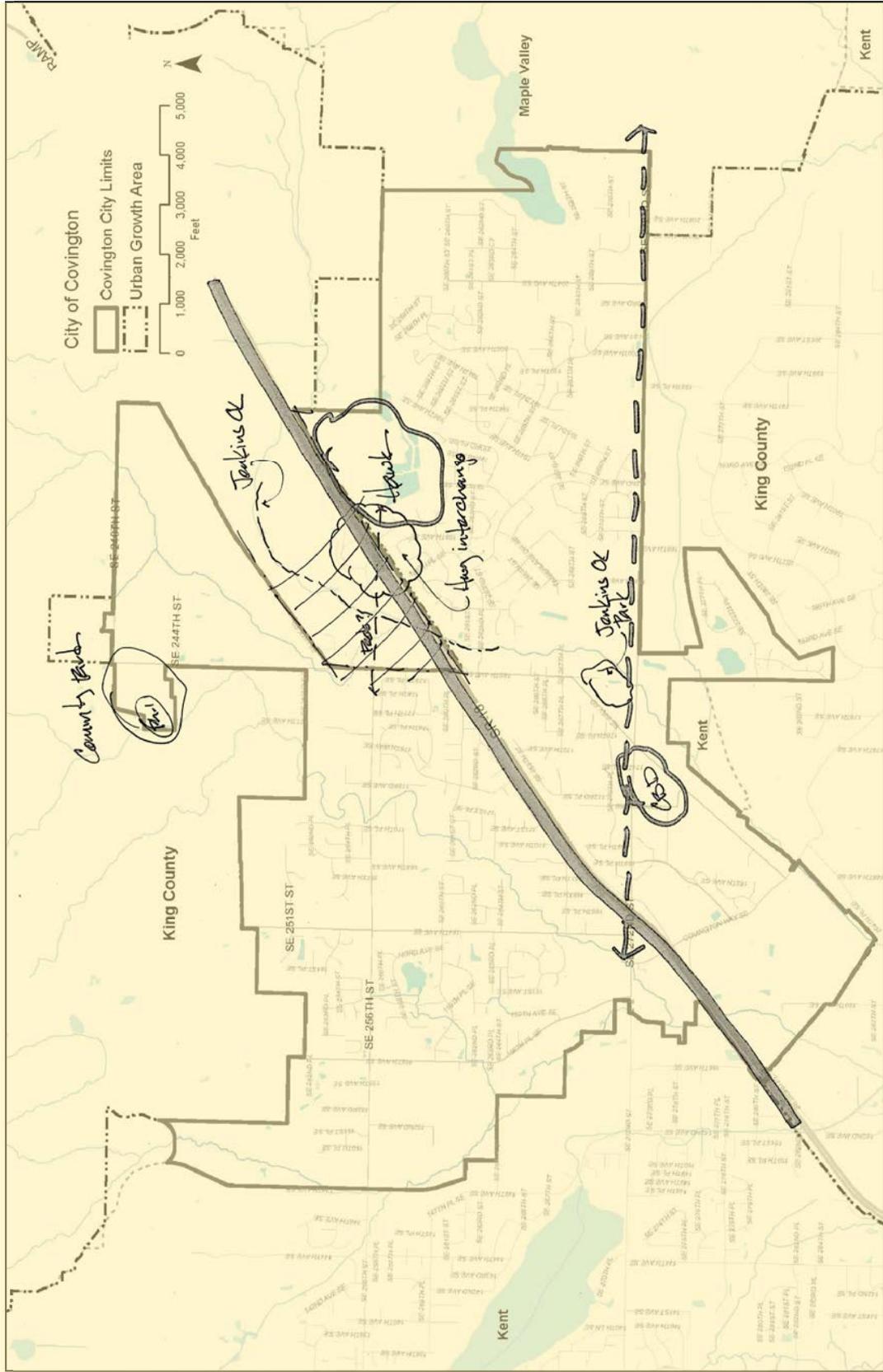
The sketches on the following pages were drawn at the time of the interviews, informed by interviewee comments. The final panel in the series presents an overlay of all drawings, illustrating the sense of common priority for the Town Center, congestion along Kent-Kangley, prominence of the Hawk Subarea Plan and the City's interface with King County, particularly in the area of the "notch." Many of these priorities appear to be consistent with the City's recent planning direction, reflecting considerations that were included in the existing comprehensive plan, Town Center plan, and Hawk Subarea Plan.

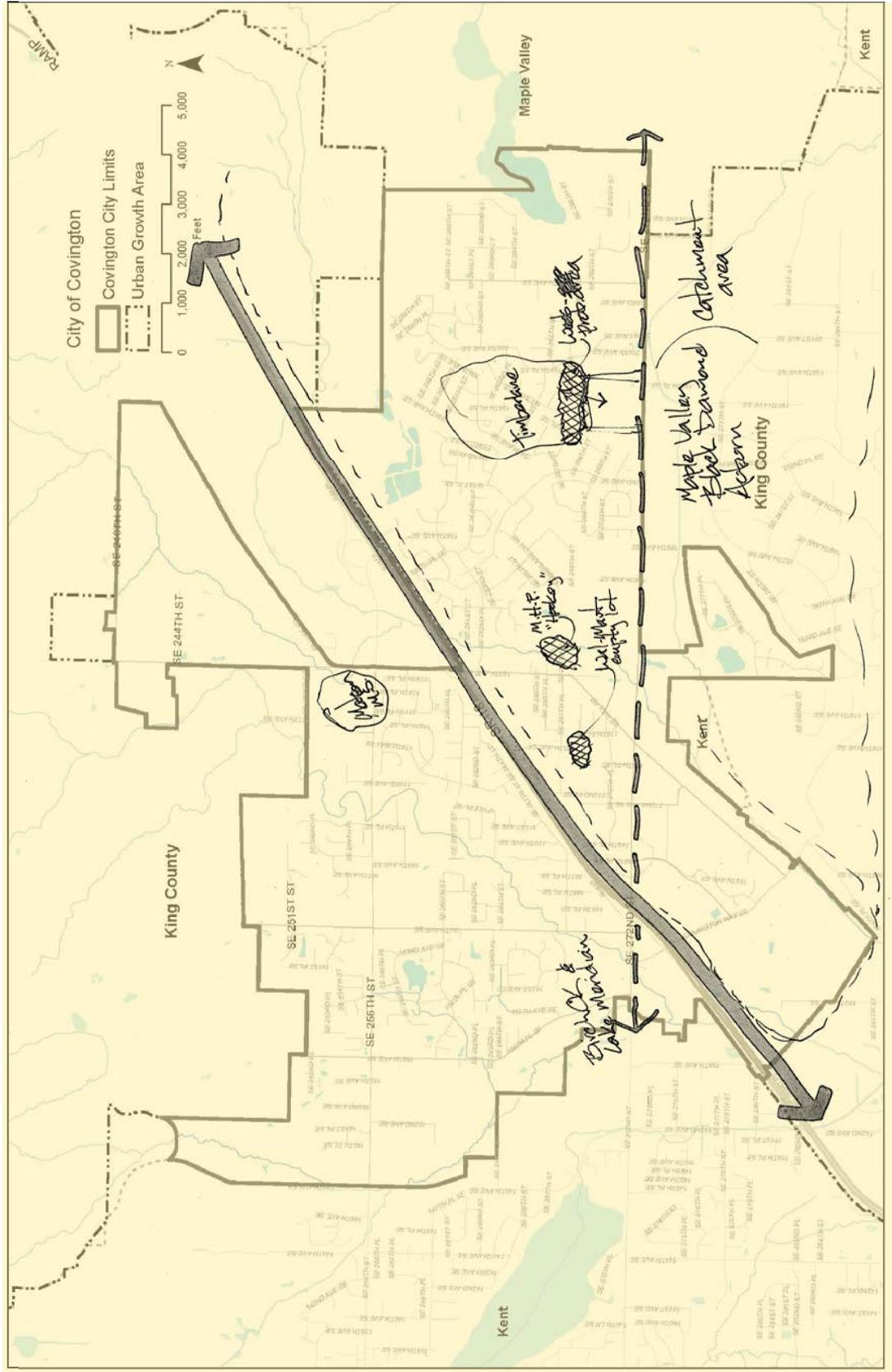


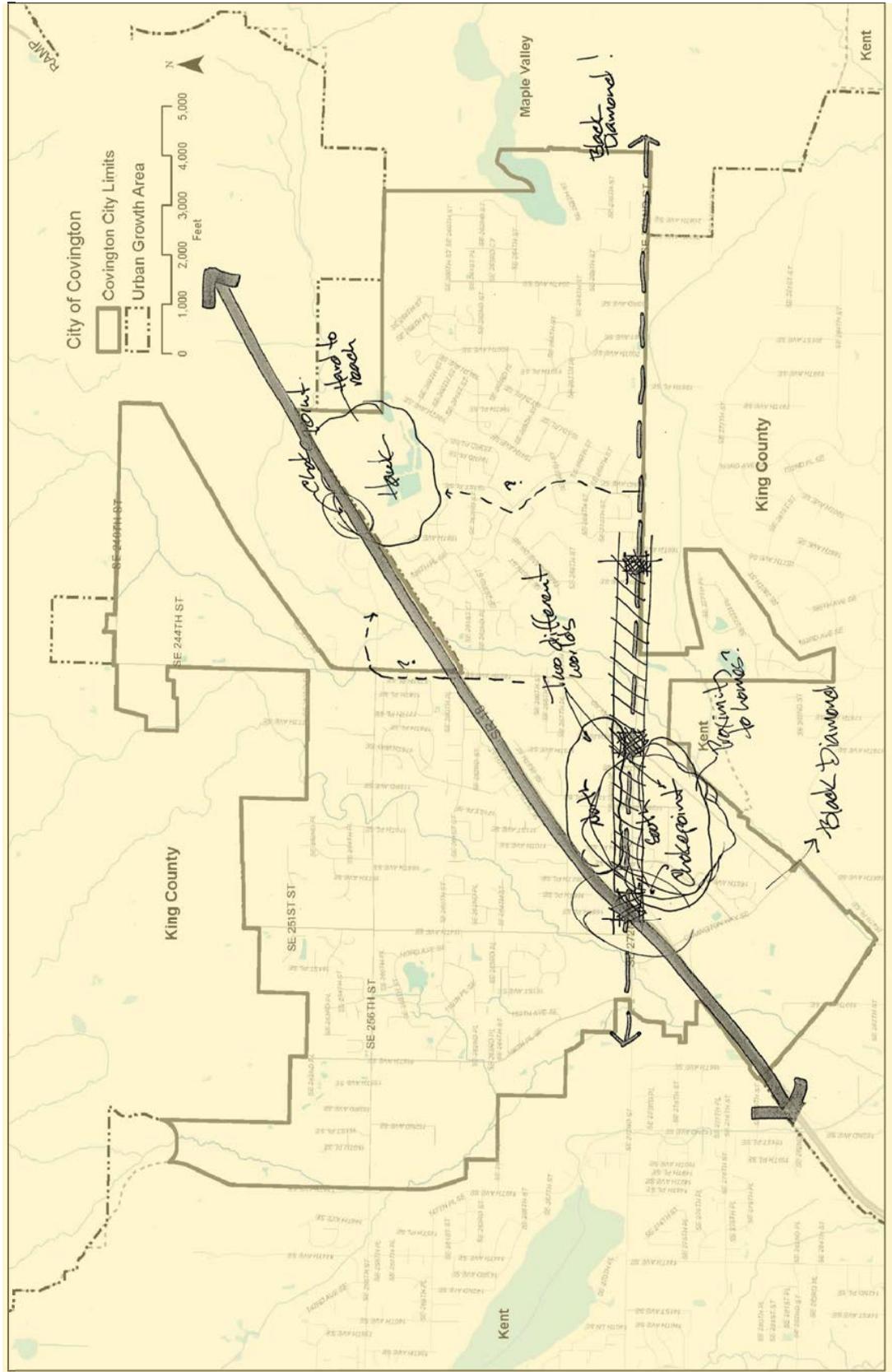


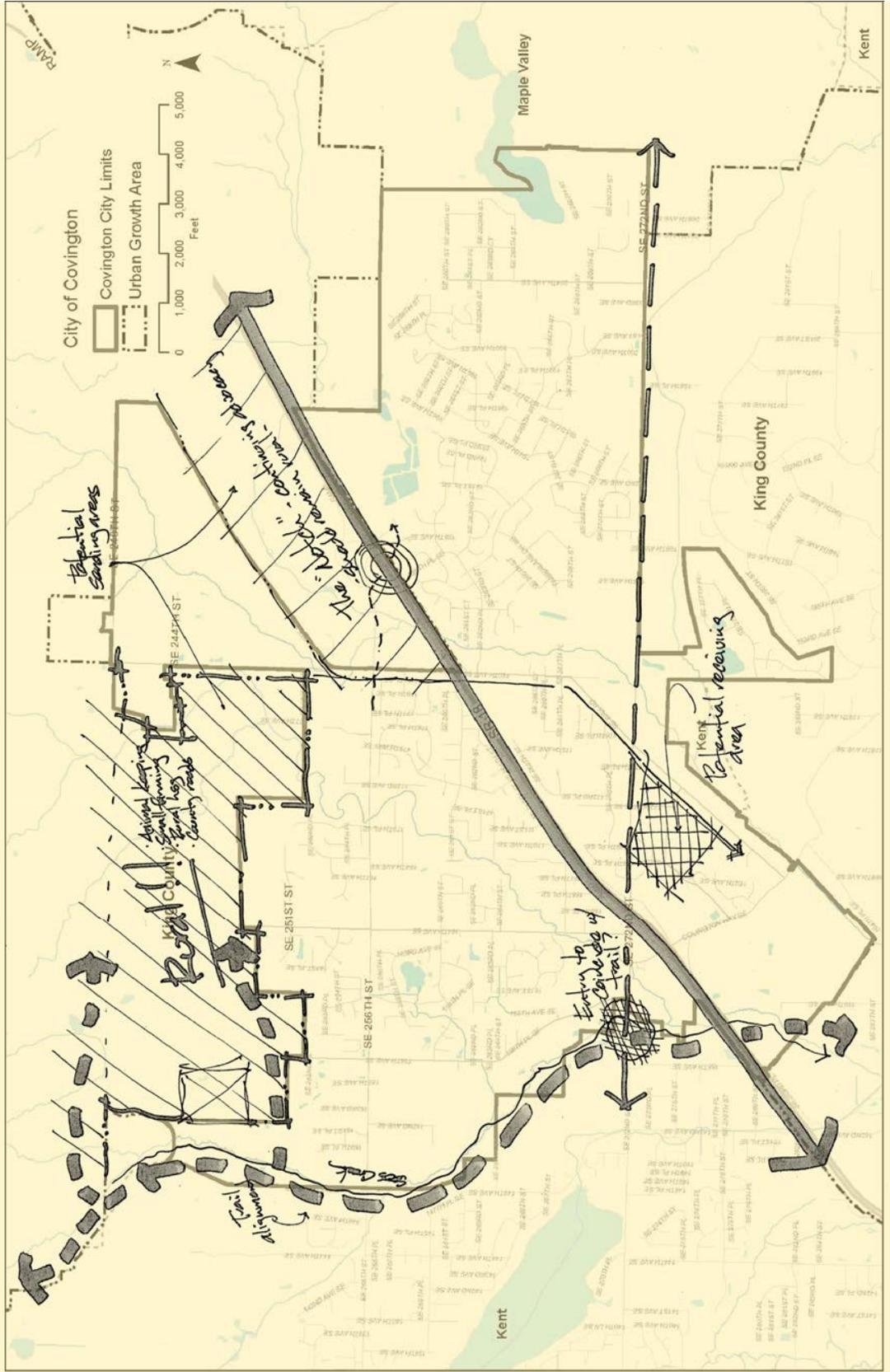


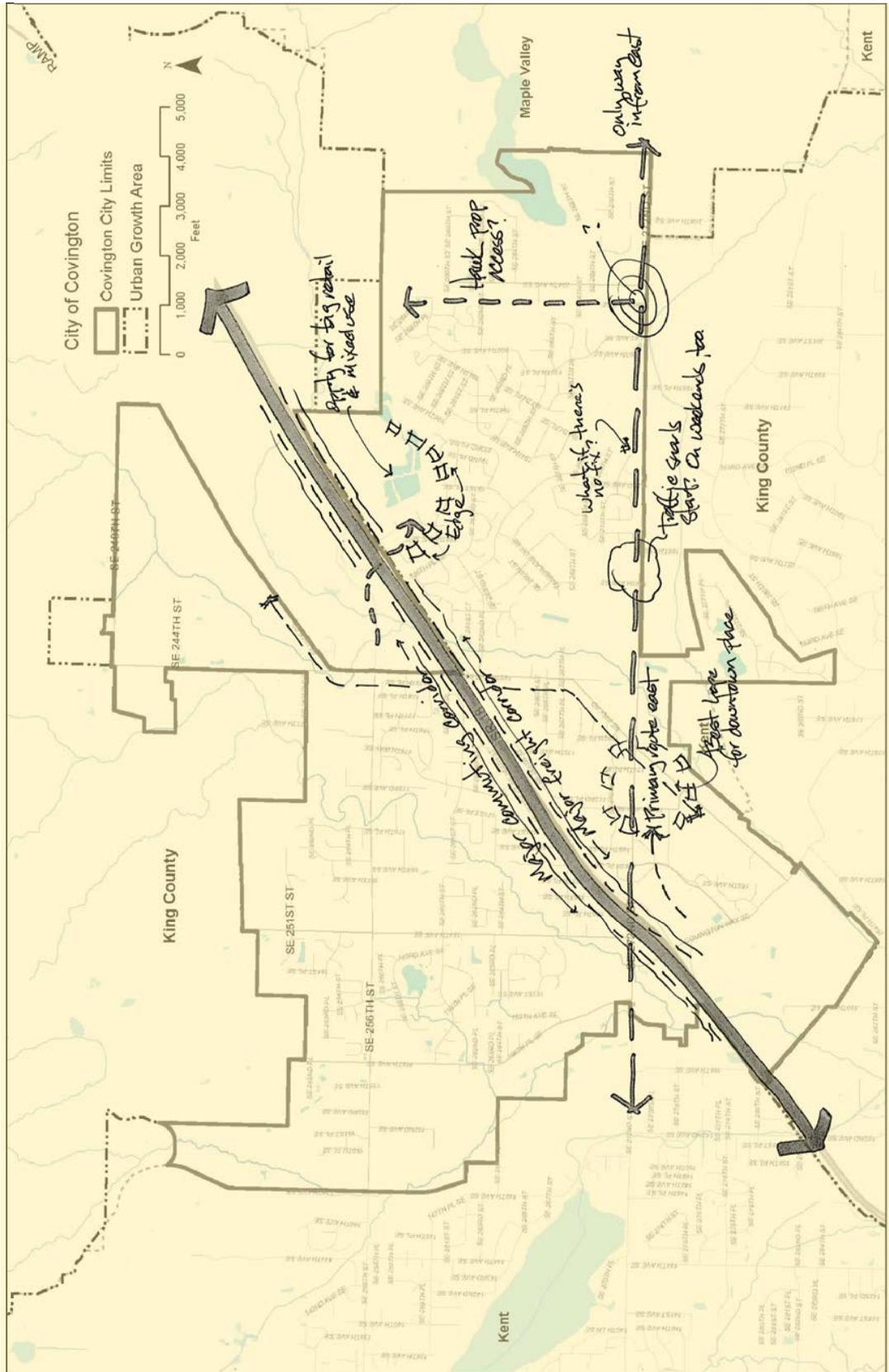


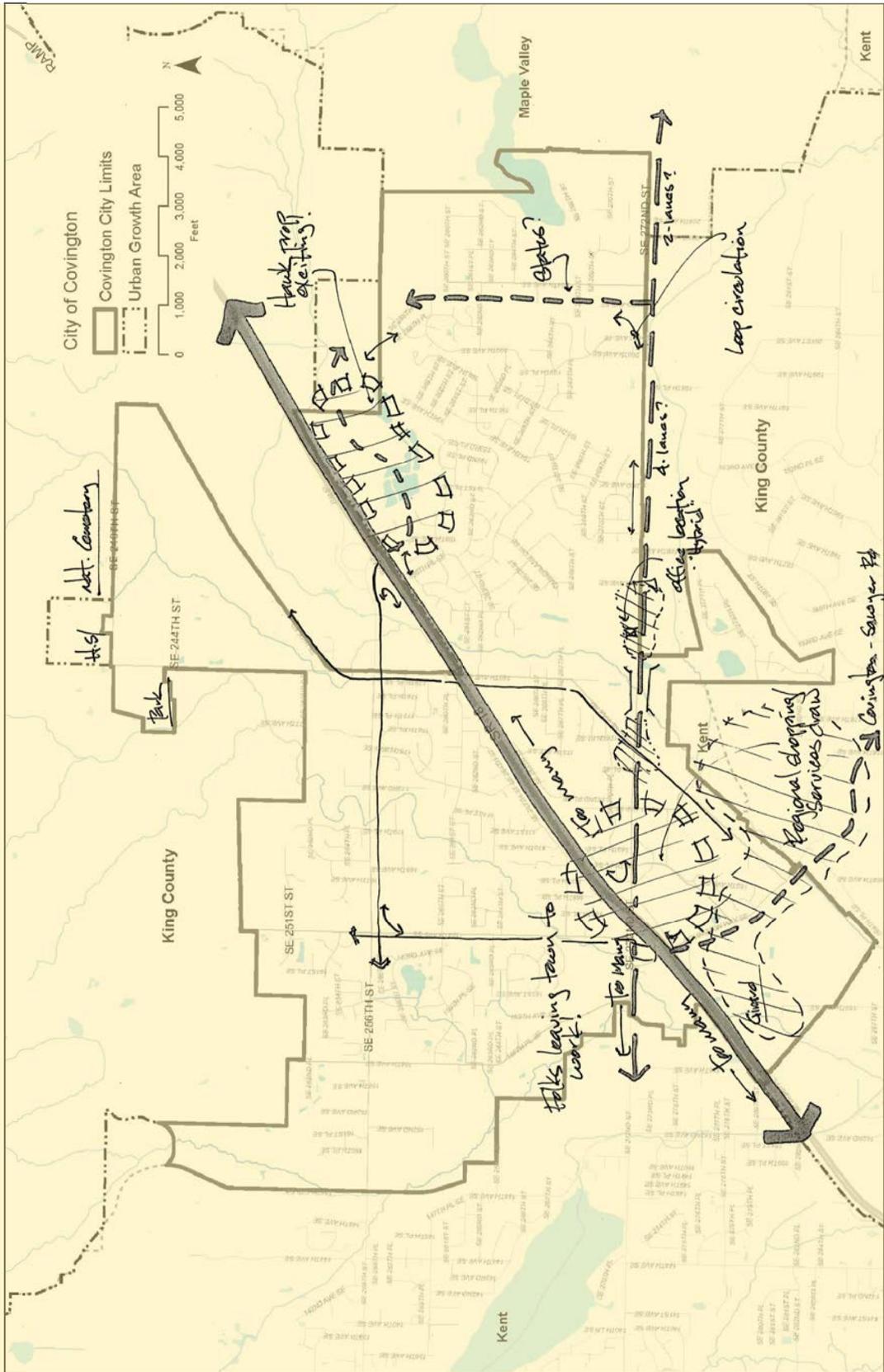


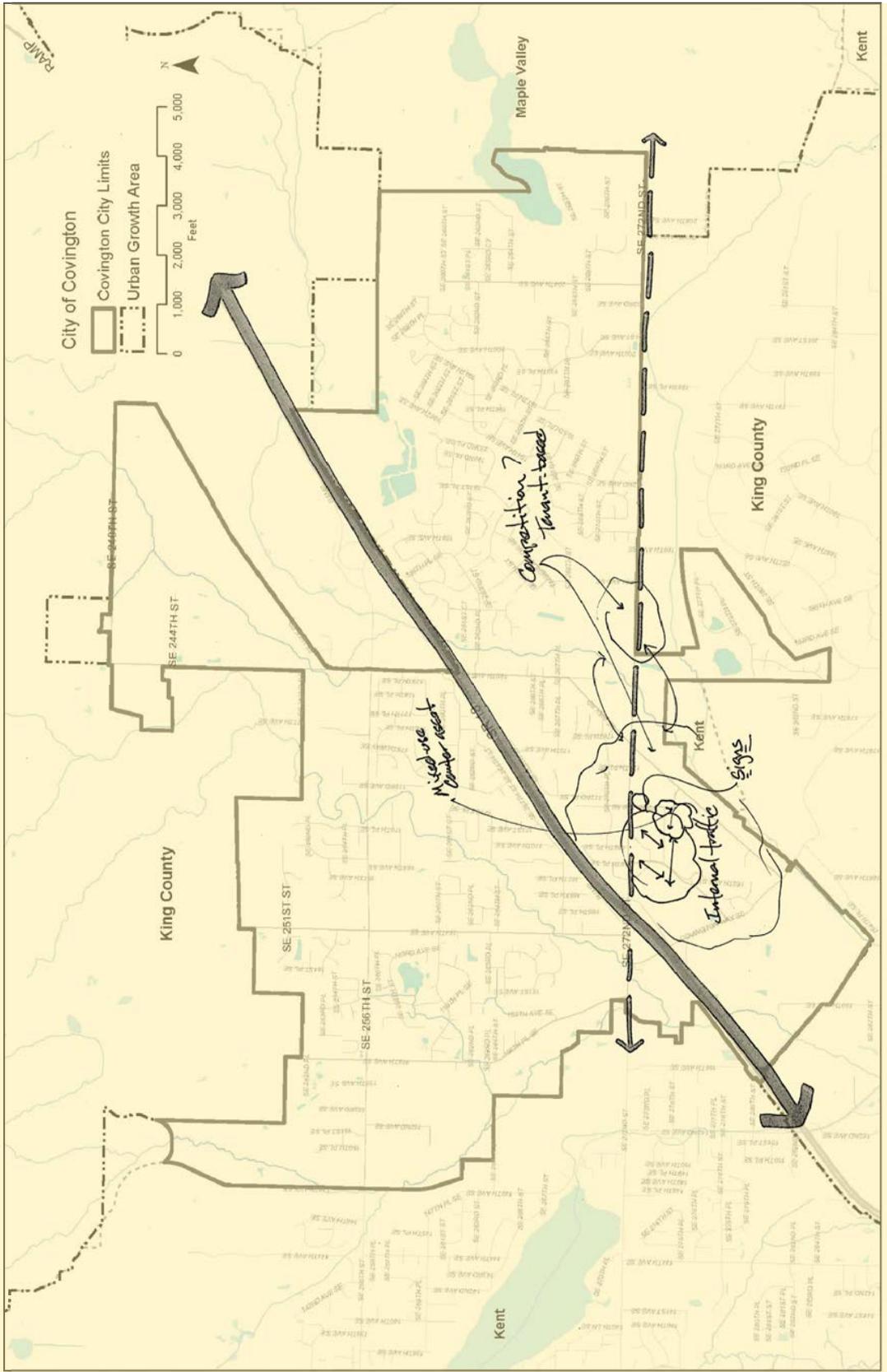


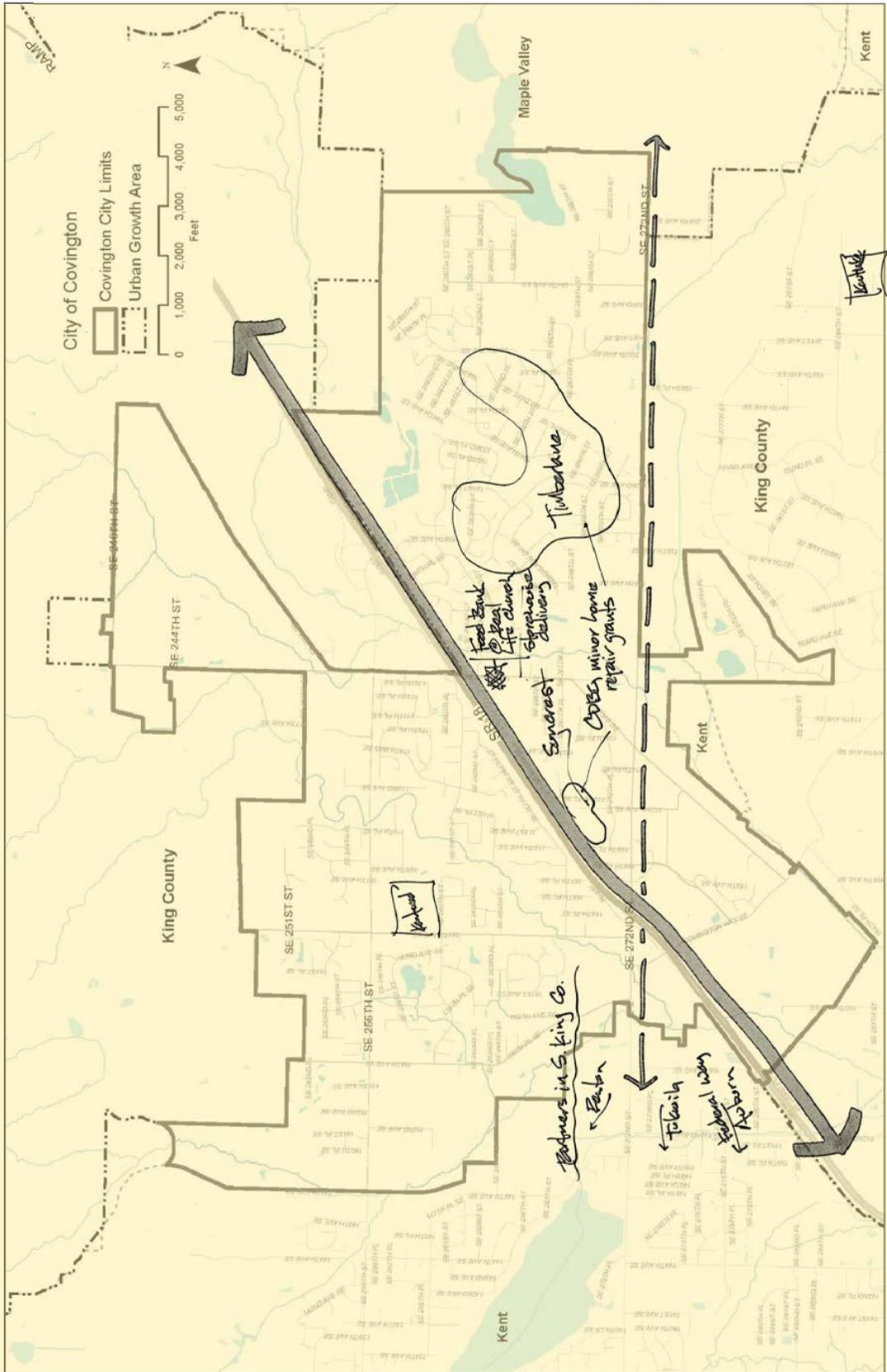


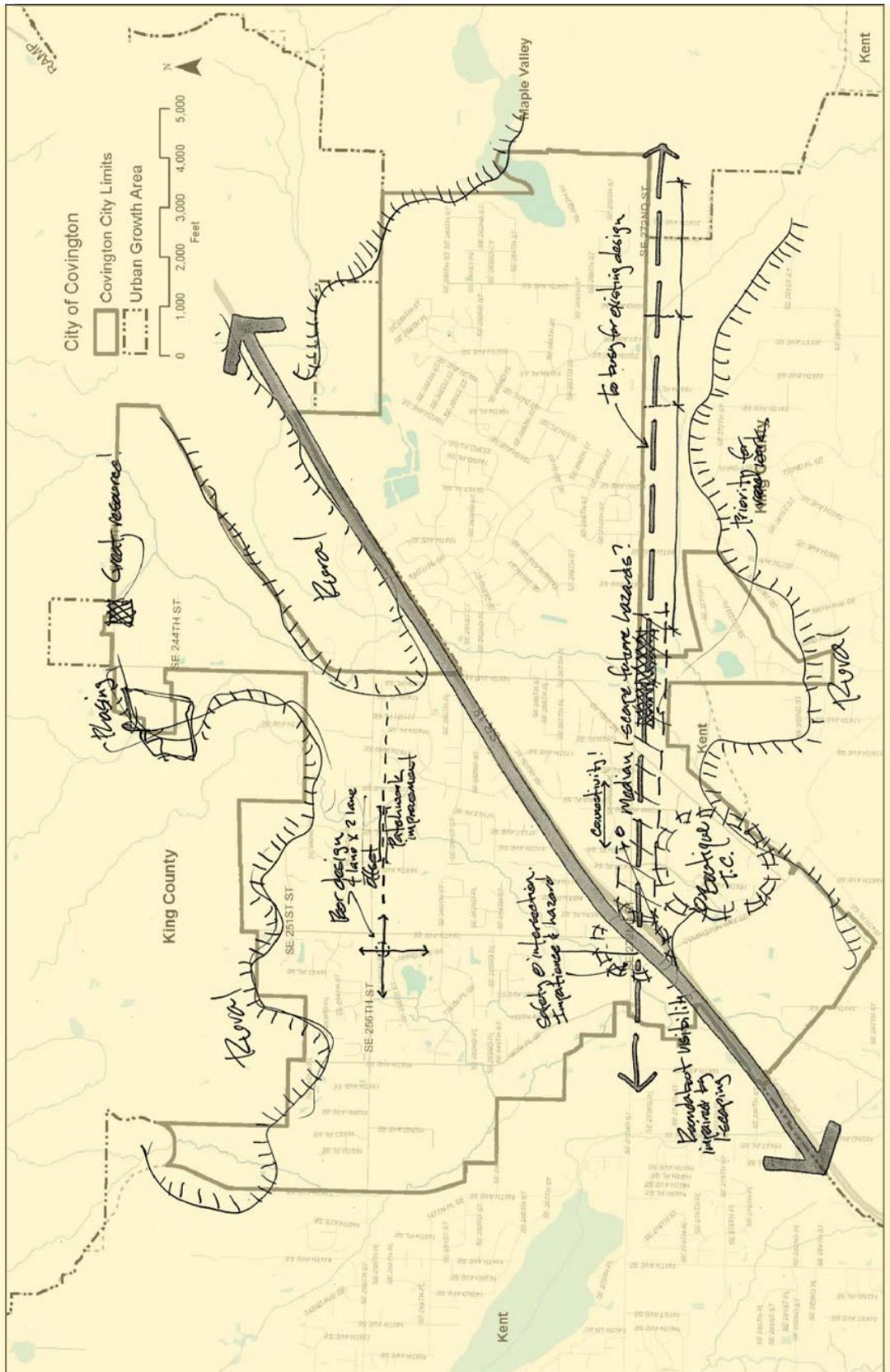


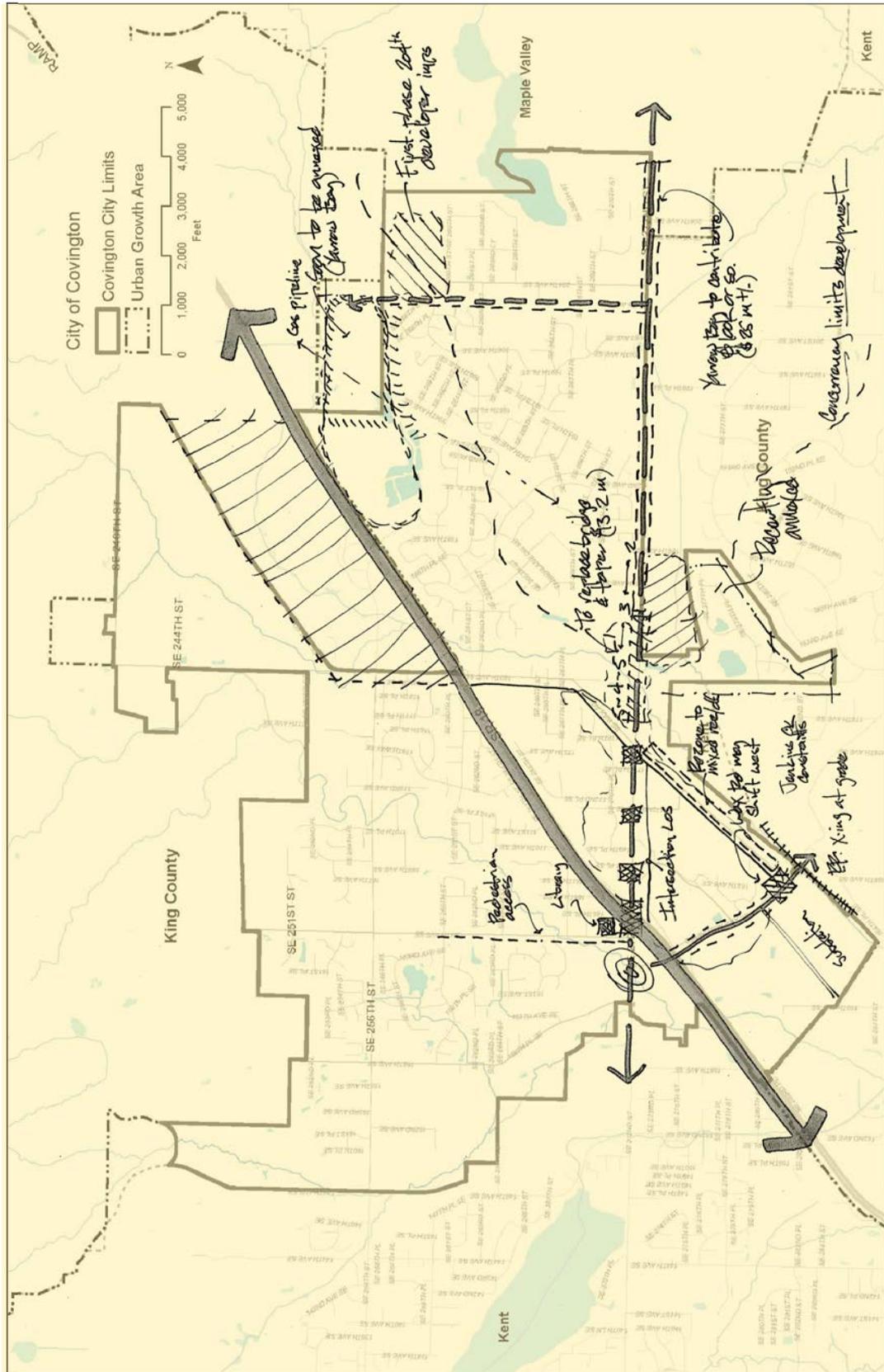


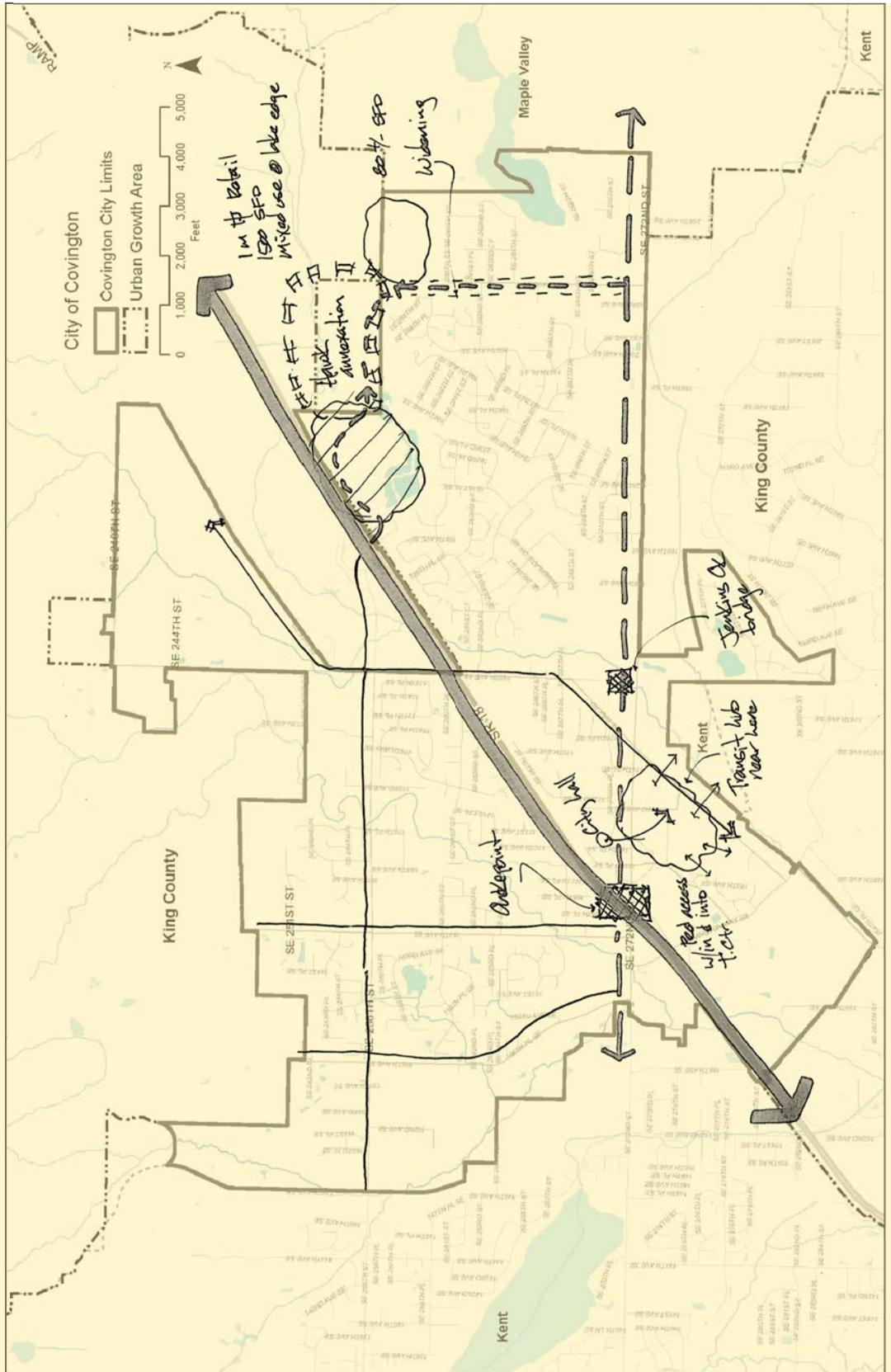


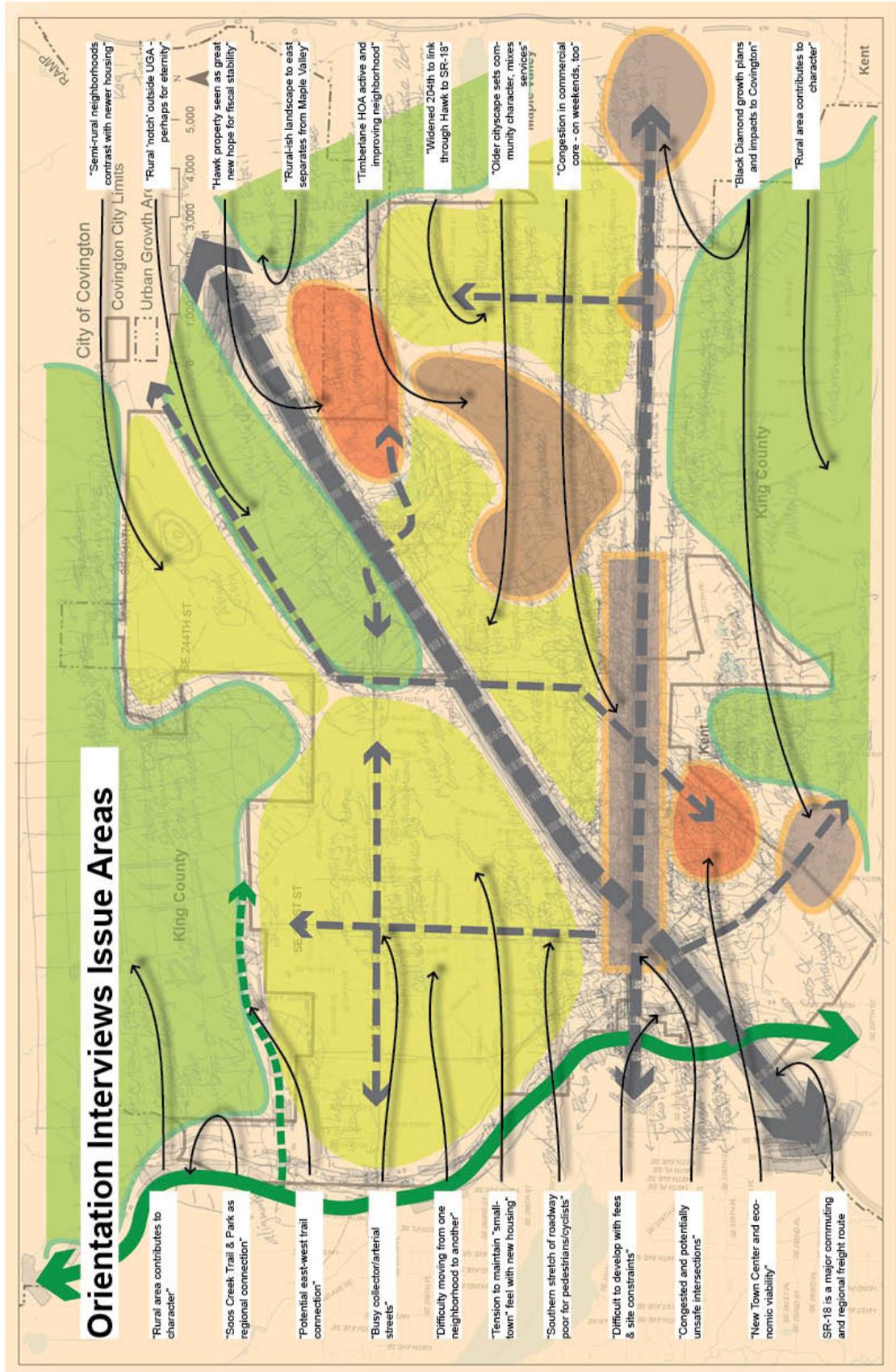














August 28, 2014

Ann Mueller, AICP
Senior Planner, City of Covington
16720 SE 271st St
Covington, WA 98042

Subject: Comprehensive Plan Policy Assessment

Dear Ann:

This report compiles our findings and recommendations after reviewing the City's comprehensive plan in depth and reflecting on results of the various workshops and conversations we've had to date. The first part of this document is a narrative describing our team's thoughts about structuring the comprehensive plan's policy framework and how those thoughts may play out element-by-element. The second part consists of the draft goal/policy assessment sheets for the plan's elements. (We will provide the assessment sheets for the capital facilities, utilities, transportation and economic development elements when we receive them from the rest of the team.) These sheets present our initial thoughts on how existing comprehensive plan goals and policies can begin to move into the updated framework, identifying opportunities for consolidation in an attempt to reduce the overall size of the framework and make the plan's policy direction more useable.

Sincerely,



William Grimes, AICP
Principal, Studio Cascade, Inc.

Comp Plan Policy Assessment

Policy Structure

Covington's comprehensive plan includes hundreds of goals & policy statements, scattered across the plan's 12 elements. Some are repetitive, and some no longer apply because of a change in statutory requirements, references to other documents that no longer exist, or accomplishment of the actions the policies anticipated. The plan is truly comprehensive in nature, amended since its original adoption in 1997 – and the last periodic update in 2003 – to include a downtown element, economic development element, surface water resources element, and a shoreline element.

The City has separately adopted several functional plans that have policy implications. The Town Center Plan, Hawk Property Subarea Plan, and Parks, Recreation and Open Space Plan are examples of such plans, outlining policy direction and implementation actions that have, in many cases, been incorporated into the Comprehensive Plan. As part of the overall effort to streamline the

Existing Goals & Policies	Keep as-is	Delete	Reword	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Environmental Element									
75.2 Water Quality									
EVG 2.0 Insure that land-use development policies protect the City's water quality.	■								
EV/P 2.1 Reduce the environmentally detrimental effects of present and future runoff in order to maintain or improve stream habitat wetlands, particularly water quality, and protect water-related uses.	■								
EV/P 2.2 Integrate the management of surface water with other agencies who provide the City's drinking water and wastewater treatment in order to provide a comprehensive, efficient water resource system. This shall include playing a role in the Countywide effort to protect and enhance surface water on a watershed basis by working with the State Department of Fish and Wildlife, City of Kent, Covington Water District and King County Water District #111 to analyze water quality and quantity problems and their impacts on fish and wildlife habitat, as well as to control stormwater runoff problems in local watersheds.	■								
EV/P 2.3 Work cooperatively with King County Surface Water Management Division, the Washington Department of Ecology, and other adjacent jurisdictions and tribes to implement water quality management strategies and to comply with Municipal National Pollutant Discharge Elimination System regulations to address non-point pollution.	■								
EV/P 2.4 Use incentives, regulations, and programs to manage water resources (groundwater, streams, lakes, and wetlands) and to protect and enhance their multiple beneficial uses, including flood and erosion hazard reduction, aesthetics, recreation, water supply, gardening, and fish and wildlife habitat.	■								
EV/P 2.5 Regulate development in a manner that maintains the ecological and hydrologic function of water resources based on pre-development quality and quantity measurements. This includes avoiding negative adverse impacts on water quality or water quantity. Surface water management facilities that use natural streams and lakes for storage should ensure that these natural features are not adversely impacted by their inclusion in the surface water system.	■								
EV/P 2.6 Actively promote conservation measures (e.g. low-flow shower heads, lawn watering schedules) of water resources in cooperation with schools, business owners, residents, adjacent jurisdictions and water purveyors whose water source and service area are linked to the regional aquifer.	■								
EV/P 2.7 Utilize erosion control measures and appropriate mitigation measures for grading and any work in or adjacent to wetlands, streams or lakes and their associated buffers.	□			■			This may be redundant with other, similar policies re: grading restrictions.		
EV/P 2.8 Protect aquifers by ensuring that development is adequately mitigated with regard to pollutant infiltration.	■								
EV/P 2.9 In the Hawk Property Subarea, actively promote the use of Low Impact Development (LID) techniques to reduce stormwater runoff quantity and pollutant loading, particularly in areas adjacent to Jordan Creek.	□		■				Should this apply only to the Hawk subarea, or is it applicable to other areas, too?		
EV/P 2.10 In the Hawk Property Subarea, transform the existing detention facilities into a unique publicly accessible community amenity, which may continue to serve as a stormwater management facility.	□	□	■				Should this apply only to the Hawk subarea, or is it applicable to other areas, too? Seems like it could be incorporated into the capital facilities element re: storm water.		
75.3 Groundwater									
EVG 3.0 Protect the quality and quantity of groundwater used for public water supplies in cooperative efforts with the City of Kent, Snoo Creek Water and Sewer District, Covington Water District and King County Water District #111.	■	□					"Water Quality," "Ground Water," and "Storm Water" have policies that overlap. Are there ways to consolidate? Quality v. Quantity?		
EV/P 3.1 Develop a City of Covington Hazard Area Development Limitations Map based on existing information contained in the Wetland Protection Plan of the City of Kent, Covington Water District and King County Water District #111, and as new information about recharge areas and wetland protection areas becomes available.					■		Is this done?		
EV/P 3.2 Ensure that uses, densities, and development patterns support the goals and policies of the Green-Duwamish Watershed Nonpoint Action Plan.		□			■		This can be turned into a program rather than a policy, with a vetting of the zoning districts and other regulations in comparison to the Green-Duwamish Action Plan.	Review the City's land use, densities, and development patterns to ensure they support the goals and policies of the Green-Duwamish Watershed Nonpoint Action Plan.	

The policy framework assessment sheets break down the existing plan's goals and policies into individual line items, with our thoughts on whether the goal/policy should be retained, deleted, of reworded. There are also several policies that appear to be redundant with others in the plan or that are candidates for moving into other elements. There are notes where appropriate to describe opportunities for consolidation, and we've also included proposed language for those goals and policies will benefit from some revision and that most likely will remain where they are in the plan. This sheet is excerpted from the Environmental element assessment.

updated Comprehensive Plan and provide for greater consistency between the Comprehensive Plan and functional plans, the City may consider an approach of incorporating functional plans by reference.

This plan update must review the existing plan's goals and policies to make it internally consistent and current, update background information, make revisions to reflect prevailing community sentiment, ensure consistency with the federal, state, regional and county planning efforts, and be accessible to the public. A further explanation of concepts and methods of making this plan update accessible are elaborated as an appendix to this document.

The updated goal and policy framework will apply a consistent structure to the comprehensive plan's presentation, outlining goals, policies and implementation actions for each of the plan's topical elements. The following paragraphs illustrate what Goals, Policies and Implementation Actions are defined to mean in Covington's Comprehensive Plan Update.

- Goals are statements of a desired outcome; where Covington will be in 2035. They're aspirational, derived directly from the community's vision and targeted to address issues relevant to each element. Goals are concerned with the long term and often describe ideal situations what would result if all plan purposes were fully realized. Goals tend to be value-based, so their attainment is difficult to measure, but they're also specific enough to convey a sense of direction and priority.

- Policies provide guidance on how to achieve the goals. They direct city staff and decision-makers. Policy direction in the plan should be sufficiently clear so that decision-makers and city staff will interpret and apply the plan consistently over time. Policies should be flexible to account for changing circumstances but directive enough to give preferences and guide decision-making. Policies help the city determine whether a proposed activity, proposal, project, program or action would advance the city's values as expressed in goals.*
- Implementation Actions are specific actions or work items that direct the accomplishment of goals & policies. They are task oriented and budgetable, either in terms of staff time or public investment. Implementation strategies can be capital projects, programs, revisions to development regulations, calls to dedicate time to building agency partnerships, or the preparation of a functional planning document. An implementation strategy can be given a time frame (e.g. on-going, short term, long term), and prioritized to measure progress. Implementation activities should either facilitate continuation of orderly and efficient growth and development and/or further refine how goals and policies are interpreted and implemented.*

Covington's existing comprehensive plan includes 12 elements, and – as a result – it has an extensive number of goals and policies. However, the plan includes policies that are actually actions and activities that may be more suitably classified as implementation actions. Much of the text and many of the policies repeat in multiple elements, and several of the plan's chapters (e.g. Downtown element, Surface Water Resources element, and Natural Hazard Mitigation element) could be candidates now for consolidation into other elements.



Covington's Hawk Property Subarea Plan is just one of several planning documents the City has adopted, all of which must be reflected in the comprehensive plan update.

The Growth Management Act requires that city comprehensive plans include the following elements: land use, housing, capital facilities, utilities, and transportation. Shoreline master program policies are also a required element of local comprehensive plans. Covington adopted its shoreline master program in 2011 (Ord. 10-11). Local comprehensive plans may also include optional elements in their comprehensive plans. Covington's Comprehensive Plan has included several optional elements since incorporation in 1997 when it adopted King County's 1994 Comprehensive Plan as its own Interim Comprehensive Plan (Ord. 54/97) and others it has added over the years, including these Optional Elements: Downtown (adopted in 2005-Ord. 31-05/ major update in 2011 Ord. 10-11), Parks and Recreation (adopted in 1997

Ord. 54/97- major update in 2010 with PROS Plan adoption), Environmental (adopted in 1997 Ord. 54/97), Surface Water Resources (adopted in 2009- Ord. 23-09), Natural Hazard (adopted in 2003-Ord 89-03), and Economic Development (adopted in 2009-Ord 23-09).

Policy Assessment

One objective of this plan update is to produce a new plan that is useable, creating an efficient, effective and comprehensive policy framework. Reducing redundancy, reconciling contradictions, and differentiating programs from policies are important steps in achieving that objective. Below is a brief assessment of the condition of each of the elements followed by a set of recommendations on how to approach updates during this process.

Land Use

Covington’s land use element contains goal and policy guidance for development within the various land use designations and special districts. These goals and policies underpin the City’s zoning designations and development regulations, laying the groundwork for the way the community houses its population, employs its workers and provides places to shop, learn and worship. This element also provides a policy foundation for the City’s design control. As with other elements, the existing policy framework contains policies that are task oriented, many of which have already been implemented. This update can streamline the element’s policy framework and still retain those components of policy guidance that are important. And it can be expanded to accommodate downtown-related goals and policies imported from the downtown element – without introducing a new fleet of policies.



Process participants have consistently appreciated Covington's small-town-in-a-country-setting feel, but managing that urban/rural interface requires careful policy attention - and coordination with King County.

Recommendations

The land use element’s policy structure may need to be adjusted to include policy additions from other chapters (like the downtown, housing, transportation, economic development, and natural hazard elements). This will provide opportunities for policy consolidation, as well, since many of those goal and policy statements from the other elements actually are land use in nature. In addition, the land use element’s categorical segmentation may need to be reconsidered, too, since the divisions imposed on the policy framework may add to the creation of more goals & policies than are necessary. The land use element assessment matrix at the conclusion of this memo provides more detail on how this may play out.



Covington's downtown plan has significant policy direction, most of which can inform the balance of the City's policy framework.

Housing

Covington's housing element appears to be in good shape. It addresses what comprehensive plans usually address, providing a tight and understandable goal and policy framework. It emphasizes the value of partnerships with non-City actors, the importance of zoning designations that accommodate varieties of housing types and the imperative need to allow for the cost of housing to remain in line with community incomes. Some of the framework's policies are task oriented and may be better included in a section on implementation, but it is likely that much of this element will remain relatively intact in this update process.

Recommendations

As with the land use element, the categorical subdivisions within the housing policy framework may need to be reconsidered, building a closer relationship between the policy included in the plan and the rules, regulations and actions that will implement it. For example, there may need to be a more inclusive goal related to provision of housing for Covington households, incorporating the element's existing goal statements about partnerships and inclusivity. Other goals can speak directly to housing type and to accommodating special needs households. By considering the framework in this way, the City can clearly identify how housing policy drives strategic partnerships with other entities, zoning updates, and economic and fiscal policy. The assessment matrix in the appendix suggests how this can be done.

Downtown

Downtown Covington warrants special policy treatment. The comprehensive plan dedicates an entire element to it, and there are also several downtown-specific policies in the land use element and economic development element. There is also a dedicated Town Center plan that has informed the City's zoning map, the policy included in the comprehensive plan, and the specific projects included in the transportation improvement program. Downtown is an area in which the City has invested much hope, and the policy environment reflects it. But the value of a comprehensive element dedicated to the downtown may be past. Many of its policies and programs have already been implemented, and those that remain may better be incorporated into the City's land use and economic development elements.



The City's transportation policy speaks to accommodating multiple modes, but the actual element will need some revision to sort out how the City can manage competing demands on its resources.

with City staff indicates dissatisfaction with the usability of the document, its inclusion of implementation items (e.g., projects and programs) as policies, as well as its direction on key issues such as level of service and provision of facilities to support walking and biking. The element was prepared in a hurry, and it is not sufficiently interconnected with the City's capital facilities element. While it may satisfy GMA requirements, it is not an adequate tool for the City's efforts to plan, finance or improve its transportation system. The shortfall is only partially due to the policy framework incorporated in the element. Most of the difficulty lies in the element's narrative and direction, with internal inconsistencies and a poor foundation for staff attempts to establish appropriate financing mechanisms.

The State's Growth Management Act (GMA) requires that communities include goals and policies to guide the development and implementation of the transportation element. The goals and policies should be consistent with state and regional goals and policies.

Recommendations

Downtown-specific goals and policies can now migrate into the land use, transportation, parks and recreation, and economic development elements, making those policy frameworks more robust and clearly indicating how downtown-specific goals and policies integrate with larger topical elements. These goals and policies should not lose their potency, however, and any migration into other topical elements will need to respect the importance of downtown to the rest of Covington.

Transportation

A review of the City's Existing Transportation Element shows that there are 17 goals and 88 supporting policy statements. Discussion

While there are no set rules about how many goals and policies should be included, they should address the following areas:

- *Roadway and roadway design that provide safe access and travel for all users, including motorists, transit vehicles and riders, bicyclists, and pedestrians;*
- *Public transportation, including public transit and passenger rail, intermodal transfers, and multimodal access;*
- *Bicycle and pedestrian travel;*
- *Transportation demand management, including education, encouragement, and enforcement;*
- *Freight mobility including port trucks, truck, air, rail, and water-based freight;*

- *Transportation finance, including strategies for addressing impacts of development through concurrency, impact fees, and other mitigation; and*
- *Policies to preserve the functionality of state highways within the local jurisdiction*

From a regional perspective, Covington’s transportation policies need to conform to the Puget Sound Regional Council’s Vision 2040. At a high clip, Vision 2040 identifies the following priorities:

- *Maintenance, Management, and Safety – Maintain, preserve, and operate the existing transportation system in a safe and usable state.*
- *Support the Growth Strategy – Support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.*
- *Greater Options, Mobility, and Access – Invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.*

Fulfilling the intent of Vision 2040 means including policies to fund maintenance of the existing system and adopting a more multimodal approach to concurrency. City staff has requested that the consultant team overhaul the current goals and policies to develop a plan that fulfills state and regional requirements.

Recommendations

Consolidating the transportation policy framework is essential. Of the 95 goals and policies included in the element, more than 20 can be described as implementation actions. The 11 goals can be consolidated into five, each addressing specific issues related to mobility, access, affordability, aesthetics, environmental impact, and economic development. The



This image, featuring a trail connection near Covington Community Park, underscores the advantages of coordinating parks & recreation planning with the utility element.

remaining policies can be similarly consolidated, nested within each goal category and providing solid, clear and defensible direction for City action. This will be approached with two objectives in mind:

- *Ensure that the recommended set of goals and policies meet state and regional requirements (as described above).*
- *Restructure the goals and policies chapter into a more usable format.*

The attached matrix illustrates how this can take shape.

Parks, Recreation and Open Space

The City has a separate Parks, Recreation and Open Space (PROS) plan, adopted in 2010 to satisfy RCO planning requirements and to identify how the community’s PROS system

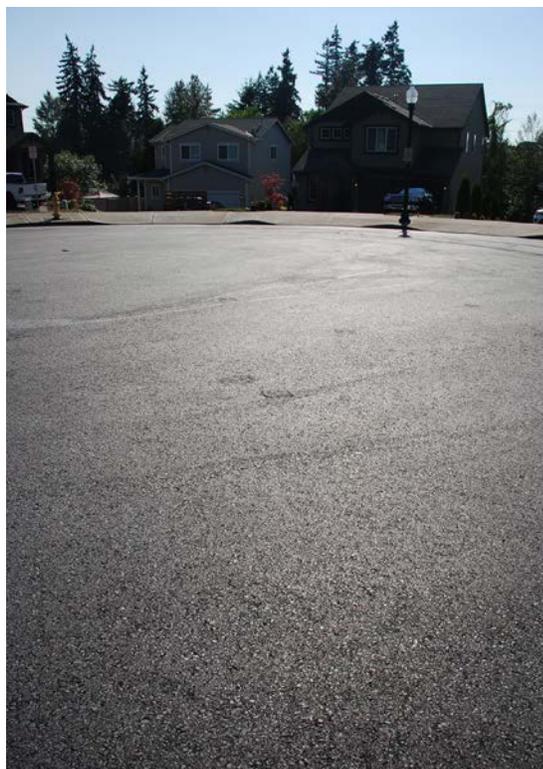
should evolve. The City will update that plan in 2015, maintaining RCO eligibility. Goals and policies included in the comprehensive plan are intended to provide a solid policy foundation for the PROS plan. As such, they do not include great detail on specific parks projects. They establish overall community priority and the level of City commitment to providing parks facilities and recreation services. It is likely that this element will not change much, other than to emphasize the importance of parks in the community and to underscore the need to coordinate parks planning and improvements with development conception and implementation.

Recommendations

This element reflects a relatively recent wave of parks & recreation policy development, drawn directly from the 2010 PROS plan. As such, the recommendations for change here are slight, focused on finding ways to actively integrate PROS policy with the goals and policies found elsewhere in the plan. This element may be expanded, for example, to include parks, recreation and open space policy drawn from the downtown, natural hazard, and environmental elements. The attached matrix highlights those opportunities.

Environmental

Many of the goals and policies in this element provide the foundation for the City's critical areas ordinance, concentrating on sensitive habitat, wetlands, hazardous geologic conditions, flood plains and aquifer recharge areas. This element also includes abundant references to the Endangered Species Act, ensuring that those riparian corridors and habitat areas in the community are managed in accordance with federal law. This element can be expanded to include the City's comprehensive plan surface water, natural hazard and shoreline policies, consolidating



Extensive areas of paving contribute to the City's environmental policy challenges, particularly in the case of managing stormwater quantity and quality.

all of these related issues in a single place. The City may also embed much of its comprehensive plan EIS into this chapter.

Recommendations

This element's policy framework is categorized by topic, but there are some redundancies across topical boundaries. For example, policies limiting development near wetlands are almost identical to policies limiting development near streams and lakes. It may make sense to reconsider the topical subdivisions to more closely relate to the City's critical areas ordinance, ensuring that critical areas regulations are reinforced by policy direction. Even so, there may be opportunities to reduce redundancy. The attached matrix provides some suggestions on how to approach this.



Surface water management and capital facilities planning must align with clear policy direction, and the City's policies already do - enough to permit consolidation of the two elements into one.

Utilities

Covington Water District and Soos Creek Water and Sewer District provide water and sanitary sewer services, and private entities provide telephone, gas, electric, garbage service, and cable television. This plan element concentrates primarily on coordination between the City and the individual utility purveyors, with goals and policies ensuring that long-range planning projects, permit review, and road projects consider the needs of utility providers. Some of the existing policies relate to levels of service, perhaps moving into the realm of the providers' responsibilities and not having a lot of connection to the City's role concerning the service provided. Current policies do not address issues such as the relatively large

portion of the City that is not on public sanitary sewer service and the amount of fees charged for connecting to water/sewer systems. This element is being considered for incorporation into the revised Capital Facilities Element.

Recommendations

We recommend that the City consider incorporating this Element into the new Capital Facilities Element and focus on coordination between the City and the various private, non-City utility providers that already have comprehensive plans associated with their services. Existing policies in the City's existing Comprehensive Plan will be analyzed for feasibility; policies and programs regarding private utility provider responsibilities that may not be influenced by the City will be removed.

All programs and plans referenced within the Utilities Element should be updated to reflect their most recently adopted version adopted by the applicable utility purveyor. External plans will be adopted by reference as appropriate. Any policies retained within the Covington Comprehensive Plan will be updated to reflect current versions of the appropriate plans and regulations.

The general location, proposed location, and capacity of all existing and proposed utilities will be specified within the new Capital Facilities Element as required by the Department of Commerce Comprehensive Plan Update Checklist.

Surface Water

The surface water goals and policies in many ways repeat the related goals and policies found in the Environmental Element. This suggests that the portions of this Element related to basin and watershed planning could be integrated into the Environmental Element,



Capital facilities planning must take its cue from the City's transportation plan, ensuring that resources are available for transportation and other critical infrastructure.

while the remaining surface water goals and policies that address project-level stormwater facilities could be incorporated into the revised Capital Facilities Element. References to related documents, such as King County's surface water management guidelines, need to be updated to reflect current policy and statutory requirements.

Recommendations

Goals, policies, and programs in this Element that have been completed will be removed and the remaining content will be moved into the Capital Facilities/Utilities Element or Environmental Element. This restructuring will allow removal of the Surface Water Element from the Comprehensive Plan. Policies and programs that relate directly to site- and subdivision-scale development activities are

recommended to be relocated to the Capital Facilities/Utilities Element. Programs that relate to sub-basin and watershed-scale planning activities should be added to the Environmental Element provided they do not duplicate existing material. All references to existing stormwater regulations and plans should be updated to their most current version and referenced within the either the Environmental or Capital Facilities Elements.

Capital Facilities

The Capital Facilities element is in need of wholesale revision, ensuring that the City's programmed transportation improvements and other public investments are consistent with the Comprehensive Plan's overall direction and its specific project recommendations. Updates to the plan should reflect that the Kent School District now serves the City's entire geographic area. Likewise, fire and emergency services are now provided by the Kent Fire Department Regional Fire Authority which became effective July 1, 2010. Police services are provided by the Covington Police Department. The City manages municipal buildings. It is suggested that the Capital Facilities Element include policies and programs from both the Utilities Element and the Surface Water Element so as to minimize redundancy, eliminate inconsistencies, and to streamline the final plan.

Recommendations

A new Capital Facilities plan should be developed that incorporates a new 6-year planning horizon of 2015-2020. The new capital facilities plan should incorporate capital improvement project priorities identified in the 2015-2020 6-year TIP. Goals and policies should be updated to remove programs that have already been completed or are no longer relevant.

The Capital Facilities Element will be updated to include all required capital facilities and utilities found in the Department of Commerce Comprehensive Plan Update Checklist. All capital budget decisions will be in conformity with the Comprehensive Plan. An inventory will be conducted of existing capital facilities owned by public entities. A forecast will be provided of future need for capital facilities. Any new or expanded capital facilities will include proposed locations and capacities. The Capital Facilities Element will include a procedure for reassessing the developable capacity in the Land Use element should funding fall short of meeting projected needs. Any programs that require impact fees to be collected will be linked to the appropriate public facilities.

The Capital Facilities Element will be updated in conformity with the Growth Management Act. Consistent with the Regional Transportation Plan, the plan will analyze the ability of transportation facilities and programs to retain existing and attract new jobs and private investment to accommodate growth in demand and encourage development patterns that promote pedestrian and non-motorized transportation.

Capital improvement projects for fire and emergency services, roads, surface water and parks should be prioritized and balanced with project costs and current and new funding sources identified in the updated Capital Facilities Plan. All tables will be updated to reflect current and future funds and sources.

Any relevant policies and programs from the Surface Water element should now be incorporated into the Capital Facilities element in order to encourage stormwater management and protection of the city's natural drainage system.

The Capital Facilities element should also acknowledge issues that are brought up in other



Economic development policy is important to Covington, and the Hawk Property will play a critical role.

elements, including the challenge of connecting a large portion of the city to water/sewer systems and the costs associated with doing so.

Natural Hazard Mitigation

The City is now considering a stand-alone Natural Hazard Mitigation plan, addressing the issues identified in this comprehensive plan element. That new plan will provide a list of one-time and continuing natural hazard-related implementation activities, based on the broad policy included in the comprehensive plan's various elements and the findings of the detailed plan now in process. It may be appropriate now to remove this element from the comprehensive plan, transferring those high-level policies that underpin the special purpose plan into the environment and/or land use element as appropriate.

Recommendations

This element is a candidate for removal, provided that the high-level goals and policies remain and are moved into appropriate plan elements. The environmental, land use and parks and recreation elements are the ones most likely to absorb those goals and policies, and the attached matrix indicates how they may be distributed.

Economic Development

The current Economic Development Element was a new element to the City's comprehensive plan and reflected a completed economic development planning exercise. The element first provides background context on the element and then gives an overview of the City's demographics and economic profile including employment, retail leakage, fiscal condition, future annexations, and development trends and capacity. The element then summarizes a SWOT analysis and lists the City's vision, goals, related policies, and specific implementation action items.

An updated Economic Development Element could provide succinct context to why economic development is such a focal point for the community by shortening the background and context in a tighter opening discussion section (i.e. eliminating much of the process language).

Recommendations

There is need to organize the section under a more logical format that elevates clear economic development goals and the policies that would help implement them. Here, there is likely to be a one-to-many relationship of goals to policies so having a clean break between these sections might be advisable. The economic profile and SWOT summary can be referenced or condensed at the end of the element. Implementation

actions can also be referenced as part of functional plan (e.g. Covington Economic Development Strategy).

Shoreline

The shoreline element Includes goals and policies of the City's 2011 shoreline master program. As such, those goals and policies are in good order and can be carried forward into the new comprehensive plan essentially as they are. There may be some opportunities for consolidation were policies are somewhat redundant with those existing in other elements, but it is important to maintain a clear basis for shoreline policy in the comprehensive plan. The City's shoreline master program is actually a document adopted by the State, allowing the City to be a steward of the State's shoreline resources. Maintaining a clear connection between the shoreline master program and comprehensive plan policy is a requirement of GMA, and it's also just a good idea to ensure the SMP remains consistent with overall City policy.

Recommendations

The shoreline element should likely remain as it is, with only a few modifications to the policy framework as appropriate to identify redundancies and clearly reference similar policies that reinforce the shoreline element. There is a natural tie between the Shoreline element and the Environmental and Parks, Recreation and Open Space element, and the policy framework should articulate the overlap and interrelationships.

Element Policy Assessments

The following tables include draft policy assessments, element-by-element. The tables show initial thoughts on how the 850 +/- goal and policy line items in the existing comprehensive plan may be approached in the plan update. The tables identify whether the goal/policy should remain as written, be deleted, be reworded or be considered as potentially redundant. Where appropriate, notes also describe reasoning for how we reviewed each line item and why certain suggestions for its future disposition apply.

These tables will be further amended as the process moves forward, identifying how the existing policies are translated into the new policy framework.

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Land Use Element									
Growth Strategy									
LNG 1.0 The City of Covington will encourage a future growth and development pattern that implements the Vision Statement, minimizes urban sprawl, protects critical areas, enhances the quality of life of all residents, and supports a healthy economy and employment growth.			■				Omit direct reference to vision statement (confusion re: Council-adopted vision),		
LNP 1.1 Plan for a fair share of King County growth by accommodating urban development while limiting the conversion of undeveloped land into low-density sprawling development.		□	■				“Fair share” undefined; express GMA requirements in element text; consider revision/clarification of text regarding “sprawl.”		
LNP 1.2 Direct growth as follows: a) first, to areas with existing infrastructure capacity; b) second, to areas where infrastructure improvements can be easily extended; and c) last, to areas requiring major infrastructure improvements.			■				Minor word-smithing for clarity.		
LNP 1.3 Emphasize environmental standards for urban development that allow maximum permitted densities and uses of urban land while protecting critical areas.		■	□				Not clear what “emphasize” means, or “maximum permitted” means. Delete in favor of something elsewhere, or refine.		
LNP 1.4 Utilize mitigating measures that serve multiple purposes, such as drainage control, ground water recharge, stream protection, open space, cultural and historic resource protection and landscaping.			■				Awkward phrasing; clarify “utilize”; mitigating what, specifically?		
LNP 1.5 Provide areas of low, medium and high-density single family residential development, multifamily residential and mixed-use areas so that existing neighborhoods and open space areas are preserved and transit opportunities are enhanced.			■				Provides little guidance on how to balance preservation and “enhanced” transit opportunities. Is this policy intended to ensure some mix of housing types? If so, reference to some external specification/means of measure would be beneficial. Or, is this directing the creation of a housing mix that preserves existing neighborhoods (but does not enhance them) and/or enhances transit opportunities?		
LNP 1.6 Designate a Town Center that concentrates employment, multifamily residential, mixed-use, infrastructure, and transit improvements.		■		■			Has already been designated; use categories are more properly listed in the land use category descriptions.		
LNP 1.7 Review all new development against guidelines of the Vision Statement to preserve community character and neighborhood quality.		■		■			The vision statement offers no guidelines per se; in essence, this policy simply encourages that the plan be implemented. Further, which vision statement, and what other criteria, if any, should be included beyond community character and neighborhood "quality."		
LNP 1.8 Collaborate with regional agencies and neighboring communities when amending the Comprehensive Plan and implementing regulations in a manner that is consistent with Washington State law.			■				Suggest removing portion that urges legal compliance; simplify remainder.		
Urban Growth Area and Potential Annexation Areas									
LNG 2.0 The City of Covington will designate a UGA and Potential Annexation Area, which will define Covington’s planning area and projected city limits for the next 20 years.		■			■	Element text	Suggest moving this to chapter text; GMA-compliant activities should not be expressed as a goal.		
LNP 2.1 The UGA boundary is determined by King County in consultation with the City of Covington, pursuant to RCW 36.70A. The UGA will reflect the growth management population projections as provided by the state’s office of financial management, the regional growth vision as expressed in Vision 2040 and the Countywide Planning Policies, and the vision, goals and policies provided in the city’s Comprehensive Plan.			■			Element text	Suggest moving RCW portion of this to chapter text; simplify remainder, establishing that UGA boundaries should reflect regional and local planning documents.		
LNP 2.2 The UGA shall provide enough land to accommodate at least twenty years of projected growth of households and employment.		■		■		Element text	Provide in element text, as this is essentially state law, not policy.		
LNP 2.3 Monitor the available land capacity within the city’s UGA as build out occurs and make necessary adjustments in coordination with King County, consistent with the Countywide Planning Policies.		■		■			Overlap with LNP 1.1, LNP 1.8, LNG 2.0		
LNP 2.4 Include all unincorporated urban areas adjacent to Covington within the Potential Annexation Area, working with King County, adjacent cities and jurisdictions, and citizens in Unincorporated King County.			■				Clarify “working with,” “adjacent,” if possible.		
LNP 2.5 Coordinate future planning and interlocal agreements for Potential Annexation Areas (PAA) with the appropriate agencies and jurisdictions. Work with King County to develop an interlocal agreement between the City and County for pending development applications in the PAAs to be processed by the County in a manner that is consistent with the City’s Comprehensive Plan policies.			■		■		Two items here. First most suitable as policy; for second item, suggest revision as program, or coordinate wording/objectives with LNP 2.4.		

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Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Land Use Element									
LNP 2.6 Consider only annexations that are within the Potential Annexation Area. Annexations shall be phased to coincide with the ability of the City, public services districts and utility purveyors serving the area to provide a full range of urban services to areas to be annexed.		<input type="checkbox"/>	<input checked="" type="checkbox"/>				If all areas outside City Limits are in PAA (LNP 2.4), omit first sentence. Suggest re-phrasing to simply state annexations contingent on ability of agencies to provide "full range of urban services" (need to specify what this means).		
LNP 2.7 Confer with water, sanitary sewer, solid waste, electric, natural gas, telecommunication and other public service providers to ensure their services can support the planned growth in the City and UGA, and meet desired customer service needs while maintaining existing levels of services in the City.			<input checked="" type="checkbox"/>				Suggest replacing list of providers with "all," add definition to "desired customer service needs" through reference to LOS and/or existing standards within the city.		
LNP 2.8 The City Council shall not make a decision on any annexation request until a cost benefit analysis is completed and the City Council has had adequate opportunity for review.		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Municipal Code	"Shall not" unlikely to override Council actions on this, "cost benefit analysis" not defined. This written as code, not policy; revise to clarify and move to municipal code or revise as policy statement.		
LNP 2.9 Annexation areas should be able to pay its determined fair share of required services and should not have a negative financial impact on the City. Funding of certain facilities and services by property owners and residents of the annexation area may be a requirement of annexation.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>			Overlaps LNP 2.8; "may be a requirement" and "certain" far too vague as code, not general enough to serve as policy.		
LNP 2.10 Owners of land annexing to the City of Covington shall be subject to their proportionate share of the City's bonded indebtedness.		<input checked="" type="checkbox"/>					"Shall" implies legal code, not policy; if this is a critical objective, verify placement in municipal code.		
LNP 2.11 Designate future "Potential Annexation Areas" to facilitate long-range planning and decision making consistent with Covington's long-term growth needs.		<input type="checkbox"/>		<input checked="" type="checkbox"/>			Delete or revise as necessary to serve as single policy, serving long-range planning consistent with all comprehensive planning goals.		
LNP 2.12 Actively pursue extensions of the UGA to include both sides of roads to enable roadway corridor improvements to be consistent on both sides of the corridor. Individual annexations should evaluate abutting roadways and intersections to assign responsibility for their construction and maintenance to a single jurisdiction. In some instances it may be appropriate to annex frontage lots on both sides of the road for consistent development.			<input checked="" type="checkbox"/>				Three-part policy, suggest separation. "Actively pursue" vague; refine second sentence for clarity, (preferred) focus on over-arching objective sought; third sentence redundant with first.		
LNP 2.13 Individual annexations should have access from a City street or state highway, and should represent a logical and timely expansion of the City's street network. Future street grid system plans should be considered.			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>			Three-part policy, suggest separation. Roadway access portion OK; "logical and timely" portion redundant with over-arching policy regarding annexation; re-word to focus on over-arching objective in third portion. Not clear on reasoning for word "individual."		
LNP 2.14 Actively pursue extensions of the Urban Growth Boundary to include City-owned lands.		<input type="checkbox"/>					Is this relevant today? If so, suggest revision to express over-arching objective.		
LNP 2.15 Identify preferred future land uses in the Comprehensive Plan for the Potential Annexation Areas.		<input type="checkbox"/>		<input type="checkbox"/>			A policy to establish land use policy? may be more consisely expressed in the chapter text, or suggest development of policy set expressing individual, major policy-making activities.		
LNP 2.16 Appropriate zoning districts should be designated for property in an individual annexation proposal; zoning in the annexation area should be consistent with the comprehensive plan land use designations.			<input type="checkbox"/>			Municipal Code	Not clear on reasoning for word "individual." Consider condensing set of annexation policies, applying topical filters, indicating annexations are to support comprehensive plan goals; verifying municipal code ensures desired procedures.		
LNP 2.17 Individual annexations should improve environmental quality through identification and protection of open space corridors and critical areas, and the dedication and construction of trail and park systems, where appropriate.			<input type="checkbox"/>				Not clear on reasoning for word "individual." See above re: topical approach to development of annexation policy.		
LNP 2.18 Annexations should serve to square off City boundaries, and not divide lots or neighborhoods. The intent is to ensure practical boundaries in which services and infrastructure can be provided in a logical, effective and efficient manner.		<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>			Intent seems closely related to LNP 2.11, 2.12, 2.13. Consider whether "square off" serves other practical purposes, revise to express over-arching objective.		
LNP 2.19 Individual annexation areas should be part of the logical, orderly growth of the city and avoid irregular boundaries that create an island, peninsula or bottleneck of incorporated or unincorporated land.			<input type="checkbox"/>				Not clear on reasoning for word "individual." Seems a better version of LNP 2.18.		
LNP 2.20 Annexation proposals should include areas that would result in City control over land uses along major entrance corridors to the City.		<input checked="" type="checkbox"/>					Potential to preclude worthwhile annexation opportunities. Intent already served by policies like that suggested in LNP 2.16 comment.		
LNP 2.21 Urban development within a Potential Annexation Area should not occur without annexation; unless there is an interlocal agreement with King County defining land use, zoning, annexation phasing, urban services, street and other design standards and impact mitigation requirements.			<input checked="" type="checkbox"/>				Re-phrase to direct ILA development for growth within PAAs.		

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Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Land Use Element									
LNP 2.22 <i>Prior to annexation, ensure an orderly transfer to the city of all review authority for development applications pending review in King County. Where possible, joint development review should occur. An interlocal agreement should be considered between the City and County for pending development applications in annexed areas. Preference is for pending development application to be processed by the County on behalf of the City; but with City review to ensure that land develops under the City of Covington's Comprehensive Plan policies.</i>		■		■		Municipal Code	Re-states policy objectives, remainder should be transferred/verified within municipal code.		
LNP 2.23 <i>Annexation requests should not be supported when the action would facilitate vested development proposals that are inconsistent with City standards, regulations and policies, unless waiving that requirement would achieve other City goals.</i>		■		■			Redundant.		
LNP 2.24 <i>Shoreline Master Program environmental designations, including those for associated wetlands, should be established during the annexation process.</i>		□	□	■			See discussion LNP 2.16.		
Property Rights									
LNG 3.0 <i>The City of Covington will not take private property for public use without just compensation. The property rights of landowners shall be protected from arbitrary and discriminatory actions.</i>			■				Not expressed as a goal. Re-develop identifying over-arching objectives.		
LNP 3.1 <i>Minimize impacts on private property rights, when feasible and consistent with the Vision Statement.</i>		□	□	□			Likely redundant with revised LNG 3.0. Change reference to vague "vision statement" to "comprehensive plan goals" (or objectives).		
LNP 3.2 <i>Protect the rights of private property owners from arbitrary and discriminatory actions while continuing to make land-use decisions that promote the Vision Statement, public health, safety and welfare of its citizens.</i>		■		■			See above.		
Permits									
LNG 4.0 <i>The City of Covington will process permit applications in a fair and timely manner to ensure predictability, public health, safety and welfare.</i>			□				Not expressed as a goal. Re-develop identifying over-arching objectives.		
LNP 4.1 <i>Allocate adequate resources to the permit review process.</i>		□		□	□		A policy directing the implementation of policy? Likely redundant with revised LNG 4.0. Resource allocation, if an issue, may present program action.		
LNP 4.2 <i>Establish and utilize policies and procedure for permit reviews in a manner that is consistent, fair and predictable.</i>		□		□			See above.		
Community Involvement									
LNG 5.0 <i>The City of Covington will provide for and promote public participation in the development and amendment of City policies and implementing regulations.</i>	□						Revise as needed to include non-redundant portions (if any) of LNP 5.1.		
LNP 5.1 <i>Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.</i>		■					See above.		
Historic Resources									
LNG 6.0 <i>The City of Covington will preserve significant historic and archaeological properties and identify strategies and incentives for protection of these resources for the enrichment of future generations.</i>			■				"Will" implies regulation, not goal or policy statement; implies obligation of City to act wherever "significant" properties are at-risk, implies obligation of City to ID strategies and incentives for such properties. "Resources" may be better, more inclusive term than "properties." "For the enrichment of future generations" is an assumed effect that may be construed as a litmus test for City action.		
LNG 6.1 <i>Encourage the protection, preservation, recovery and rehabilitation of significant archaeological resources and historic sites.</i>		□		■			Likely redundant with revised LNG 6.0.		
LNG 6.2 <i>Consider the impacts of new development on historical resources as part of its environmental review process.</i>		□		□			Already part of SEPA review process; likely redundant with revised LNG 6.0.		
LNG 6.3 <i>Encourage efforts to rehabilitate sites and buildings with unique or significant historic characteristics.</i>			□				Other than "rehabilitate," likely redundant with revised LNG 6.0.		
Residential Development									
LNG 7.0 <i>The City of Covington will accommodate the City's UGA allocated 20-year housing target.</i>		■	□				Not expressed as a goal; GMA requirement as-is; consider inclusion in element text.		
LNP 7.1 <i>Provide adequate land and densities in the Future Land- Use Plan to accommodate housing targets while protecting and enhancing the character, quality, and function of existing residential neighborhoods. Average net residential densities should be at least four units per acre in order to adequately support urban services.</i>		□	■				Multi-part policy. First portion redundant/see above. Second portion may be too broadly-stated to uphold, i.e., how to interpret "character, quality and function." Third portion seems too specific for policy; suggest separate policy (or integration with other existing policy) directing development densities that support overall plan objectives.		

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Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Land Use Element									
LNP 7.2 <i>Monitor residential development to determine annually the total number of new and redeveloped units receiving permits and units constructed, housing types, developed densities and remaining capacity for residential growth.</i>			■		□		Remove or replace with generalized directive; specific timeframe and action items provided here are program actions.		
LNP 7.3 <i>Plan and finance City transportation and capital facilities in the city to accommodate the City's housing targets. Coordinate with King County and adjacent jurisdictions on the phasing of public services and expenditures in the unincorporated area.</i>				■	■		Remove or replace with generalized directive; specific activities provided here are program actions. King County coordination already covered in previous policy.		
LNP 7.4 <i>Provide urban level facilities and services prior to or concurrent with development to mitigate the subsequent impacts of resident populations. These services include, but are not limited to fire and emergency medical services, water, sewer service, schools, and roads. Where appropriate, it also includes transit, parks, recreation, and human services.</i>		□	■	□			Who provides? Omit "...to mitigate..." segment. Listing all services may provide excessive detail, setting up potential for onerous requirements. Consider omitting entire second sentence.		
LNP 7.5 <i>Provide higher density housing opportunities in a manner that is compatible with the existing neighborhood character and require all residential construction to adhere to design standards.</i>			■	■			Re-states prior policy re: compatibility of development; implies higher-density is a given for all zones. Suggest deleting second part re: design standards if already part of municipal code.		
LNP 7.6 <i>Phase development according to the availability of adequate public services.</i>		■		■					
Housing									
LNG 8.0 <i>The City of Covington will provide opportunities for a variety of housing types, options, and densities.</i>				■			Worthy goal, though "will" may be too strong. Incorporate with similar goals/policies elsewhere.		
LNP 8.1 <i>Increase the opportunities for affordable home ownership and rental housing in the community by providing for a variety of higher density housing forms, such as townhouses, apartments, senior housing, mixed-uses with residences above or attached to businesses, cottage housing, duplexes, and manufactured home parks.</i>	□		□				Consider omitting all following "housing forms."		
LNP 8.2 <i>Establish a minimum density for new construction in each residential district.</i>		■					This should be included in zoning; if strongly desired, may be included in land use descriptors.		
LNP 8.3 <i>Encourage urban water and sewer systems for all new construction. However, septic systems, private wells, and/or small water systems may serve isolated single-lot development until urban services are available.</i>		■	□				This should be included in zoning.		
LNP 8.4 <i>Provide for single-family detached housing at densities ranging from 4 to 8 dwelling units per acre.</i>		■		■			This should be included in zoning, land use descriptors.		
LNP 8.5 <i>Provide for a mix of detached single family and multifamily residential opportunities, including accessory dwelling units, in the single-family residential designation.</i>		■		■			This should be included in zoning, land use descriptors.		
Economic Development									
LNG 9.0 <i>Provide for orderly and efficient economic development to serve an increased population in accordance with the Goals and Policies of the Economic Development Element.</i>		■					Not clear on why this needs to be here as well as ED framework.		
LNP 9.1 <i>Promote varied job opportunities and work training for all residents, especially for unemployed and economically disadvantaged persons, and encourage economic growth in areas experiencing insufficient economic growth, all within the capacities of Covington's natural resources, public services, and public facilities.</i>		■					Not clear on why this needs to be here as well as ED framework. Has little to do with land use.		
LNP 9.2 <i>Work cooperatively with King County on a regional basis and with private sector participation to evaluate the trends, opportunities and weaknesses of the existing economy and to analyze the economic needs of key industries.</i>		■			■		Not clear on why this needs to be here as well as ED framework. Implies program need. Include as such? Has little to do with land use.		
LNP 9.3 <i>Foster a business climate that is supportive of business formation, expansion, and retention and recognizes the importance of small businesses in creating new jobs.</i>		■					Not clear on why this needs to be here as well as ED framework. Has little to do with land use.		
LNP 9.4 <i>Seek to achieve an appropriate balance between the needs for economic growth and the need for protecting the environment. Work cooperatively with businesses to help them comply with environmental protection regulations.</i>		■					Not clear on why this needs to be here as well as ED framework.		
LNP 9.5 <i>Foster the development and use of private/public partnerships to implement economic development policies, programs and projects.</i>		■					Not clear on why this needs to be here as well as ED framework. Has little to do with land use.		
LNP 9.6 <i>Seek to maintain an appropriate balance of jobs and housing.</i>		□	□				Consider revising to express overall objectives (i.e., what is meant by "appropriate?")		
LNP 9.7 <i>Allow resident-owned home occupations and home industry in residential areas with appropriate restrictions on uses, signs, traffic/parking, and employees, to ensure compatibility with neighboring residences.</i>			■				Re-word to omit specific restrictions/express overall objectives. Ensure objectives are included in zoning, and possibly, land use categories.		
Downtown Commercial									

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Land Use Element									
LNG 10.0 Provide for a variety of employment opportunities in a well-designed and pedestrian-friendly commercial core, in accordance with the goals and policies in the Downtown Element.		■					Not a land use goal. Ensure objectives are included in zoning and land use categories. If retained, establish overall goals of DTC land use category.		
LNP 10.1 <i>Downtown Commercial should primarily provide shopping and other services for residents of Covington and the surrounding area and should include a mix of uses such as public open space, pedestrian and public transit oriented development, and residential dwelling units with appropriate commercial/office uses.</i>		□		■			Ensure objectives are included in zoning and land use categories. If retained, establish overall goals of DTC land use category.		
LNP 10.2 <i>Development in the downtown area shall provide for complementary functional relationships between various land use designations.</i>		□					Ensure objectives are included in zoning and land use categories. If retained, establish overall goals of DTC land use category.		
LNP 10.3 <i>Establish development standards that promote flexible and cohesive design in the downtown and in accordance with the goals and policies of the Downtown Element.</i>		□	■				"Flexible and cohesive..." needs to be anchored in overall land use goals for DTC. May be better suited to downtown element, if retained.		
Neighborhood Commercial/Community Commercial									
LNG 11.0 Develop appropriately located community and neighborhood commercial areas, auxiliary to downtown, to serve the needs of neighborhoods.			■				Re-word to express overall objectives of this land use designation. Ensure objectives are included in land use categories.		
LNP 11.1 <i>Neighborhood and Community Commercial should provide for: public facilities; pedestrian-oriented design; appropriately sized commercial uses and activities.</i>			■				Suggest re-wording to express overall objectives, characteristics of this land use category.		
LNP 11.2 <i>Establish development standards for the Neighborhood and Community Commercial zone that promote flexible and compatible designs with the adjacent neighborhood character.</i>			■				"Flexible and cohesive..." needs to be anchored in overall land use goals for this land use category. Omit use of word "zone" unless referring to zoning classification.		
LNP 11.3 <i>Encourage the grouping of businesses and joint use of parking so that persons can make a single stop to use several businesses located at a central area.</i>			■				Re-word to indicate these objectives apply to NC/CC land use designations.		
Public Utility									
LNG 12.0 Public utility land use should be designed in a manner, which is compatible within nearby uses.			■				"Designed" not appropriate to planning implementation methods.		
LNP 12.1 <i>Establish criteria in the Public Utility designation to allow for expansion and operation both now and in the future.</i>			■				Re-word to indicate need for utility expansion keeping pace with growth and community objectives.		
LNP 12.2 <i>Buffers and other techniques should be used to protect public utility uses and nearby uses from land-use conflicts.</i>			□				What other techniques? May be better re-worded to express need to minimize land use conflicts between PU and other uses.		
LNP 12.3 <i>Coordinate with all utility providers to ensure that quality services are available to meet community needs, consistent with local community Comprehensive Plans and the State Growth Management Act.</i>		□	■	■			Are there multiple "...local community Comprehensive Plans?"		
Public Use									
LNG 13.0 Provide sufficient land for a variety of public and quasi-public uses serving the community including parks, schools, libraries, churches, community centers, fire and police stations, and other municipal facilities in a well-designed manner that is compatible with surrounding land uses.		□	■				Consider revising to express overall objectives for this LU category, moving specified uses to policy-level item. Consider moving each of these goal/policy statements to descriptions of each LU category.		
LNP 13.1 <i>Limit the Public Use land-use designation to land used for public and semi-public purposes owned by local, state, and federal government agencies, special districts, and charitable and community institutions.</i>		□	■				See above.		
Design Standards									
LNG 14.0 Encourage high-quality site and building design for public use, commercial, multifamily and mixed-use developments.			□				Not sure this is a land use goal; may be better applied in other elements.		
LNP 14.1 <i>Establish design guidelines for all public use, commercial, Multi family and mixed-use development in relation to the goals and policies of the Downtown Element The guidelines will encourage architectural form and site design that are pedestrian in scale, contribute to a fully accessible, lively, attractive and safe pedestrian streetscape, and encourage design that will enhance the overall coherence of an area's visual character.</i>		□	□	■			Applies to downtown element, suggest omitting here.		
Mineral									
LNG 15.0 Facilitate the efficient utilization of mineral resources and effective site reclamation and enhancement when consistent with maintaining environmental quality and minimizing impacts.		■	□				Multiple qualifiers, essentially says little. Environmental impact regulations well-established (though not here); mineral resource extraction already allowed/regulated by code; this would seem to direct the City to facilitate extraction in any/all areas. Not sure if this needs to be a goal.		

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Land Use Element									
LNP 15.1 <i>Designate active mineral resource operations to conserve mineral resources, promote compatibility with nearby land uses, protect environmental quality, maintain and enhance mineral resource industries, and as a method to inform nearby property owners and residents of existing and prospective mineral resource activities.</i>			■		□		Was this section placed to support the Hawk Property operations? Suspect these objectives (there are several conflicting ones) are already covered in code and/or State regulations.		
LNP 15.2 <i>Review periodically the Future Land-Use Map and consult with mine operators to remove those designated mineral resource sites that no longer can be used for mineral extraction.</i>		■	□				Curious how the need to review future land use for mineral resources differs from other types of land use, the others not having a specific policy directive to do so.		
LNP 15.3 <i>Approve mineral extraction and processing proposals within the Mineral designation following site-specific environmental study.</i>		■	□				Seems to obligate the City to approve extraction following any site-specific environmental study, regardless of outcome and/or community impact.		
LNP 15.4 <i>Work with the State Department of Natural Resources and landowners/operators to ensure that mineral extraction areas are reclaimed in a timely and appropriate manner.</i>	□		□				Was this section placed to support the Hawk Property operations? Suspect these objectives are already covered in code and/or State regulations.		
LNP 15.5 <i>Prevent or minimize land-use conflicts between mining and processing operations and adjacent land uses by continuing to keep potential impacts of developments adjacent to the mine to a minimum.</i>		□	■				Was this section placed to support the Hawk Property operations? Suggest re-wording to indicate what policy may actually achieve, i.e., designating land uses and land use criteria that are compatible with operations; policy as-is directs the City to "keep potential impacts of development...to a minimum."		
LNP 15.6 <i>Work with the mining operator and potential future owners to ensure that the site's plans are consistent with the City's long term planning goals.</i>	□	□					See discussion for 15.2.		
Urban Separator									
LNG 16.0 <i>Provide for the protection and enhancement of valuable natural areas that will help Covington develop as a distinct community while maintaining an identity and sense of place.</i>	□		□				"distinct," "identity" and "sense of place" essentially the same objective; "while" implies alternate objective to be balanced with the first two.		
LNP 16.1 <i>Establish urban separators as permanent low-density lands which protect adjacent resource lands, rural areas, and critical areas and create open space corridors within and between Urban Areas which provide environmental, visual, recreational and wildlife benefits. Low-density residential development of up to one dwelling unit per acre is appropriate.</i>		□	■				As Covington is surrounded on all sides, re-examine relevance and re-state actual objectives. Eliminate specific density recommendation, move to land use descriptors. As-is, this may implicate/conflict with all lands near City limit lines.		
LNP 16.2 <i>Retain designated urban separators and do not redesignate in the future (in the 20-year planning cycle) to other urban uses or higher densities. King County will be informed of all new development modifications.</i>		■	□				What's the background on this? Affirm whether this policy should be written as definitively as it is. Revise to indicate who will notify King County.		
LNP 16.3 <i>Explore opportunities to acquire property within the Urban Separator as a means of further protecting the natural character of the area.</i>		□	□			PROS	Review relevance of this policy; suggest moving to PROS matrix		
LNP 16.4 <i>Establish development standards to implement the goals of this land use designation. Such development standards would support cluster site development for all land uses and require a minimum of 50 percent open space and a maximum of 30 percent impervious surface per parcel.</i>		■	□			PROS	Presumptive re: appropriate implementation actions; far too inclusive re: applicability; specifics re: site development not policy, are code.		
Essential Public Facilities									
LNG 17.0 <i>Essential public facilities will be prioritized, coordinated, planned, expanded and sited through an inter-jurisdictional process.</i>			□			Public Facilities	Re-word to include all process requirements for locating EPF, or generalize and simply state actual objective driving this goal.		
LNP 17.1 <i>Locate proposed new or expansions to existing essential public facilities consistent with the King County Comprehensive Plan.</i>			□			Public Facilities			
LNP 17.2 <i>Share essential public facilities with King County, the City and neighboring counties and cities, if advantageous to both to increase efficiency of operation.</i>			□			Public Facilities	Generalize list of coordinating bodies, state actual objective driving this goal.		
LNP 17.3 <i>Ensure that no racial, cultural or class group is unduly impacted by essential public facility siting or expansion decisions.</i>			□			Public Facilities	State actual objective driving this goal. Note these policies may simply be structured to indicate policy to comply with EPF location requirements, referring to exterior document.		
LNP 17.4 <i>Site essential public facilities in coordination with King County equitably countywide. No single community should absorb an undue share of the impacts of essential public facilities. Siting should consider environmental equity and environmental, technical and service area factors.</i>			■			Public Facilities	See discussions above.		

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Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Land Use Element									
LNP 17.5 <i>A facility may be determined to be an essential public facility if it has one or more of the following characteristics:</i> a) <i>The facility meets the Growth Management Act definition of an essential public facility;</i> b) <i>The facility is on a state, county or local community list of essential public facilities;</i> c) <i>The facility serves a significant portion of the County or metropolitan region or is part of a Countywide service system; or</i> d) <i>The facility is difficult to site or expand.</i>	■		□			Public Facilities	See discussions above; verify completeness of list. Is this properly policy or code?		
LNP 17.6 <i>Site proposed new or expansions to existing essential public facilities based on the following:</i> a) <i>an inventory of similar existing essential public facilities, including their locations and capacities;</i> b) <i>a forecast of the future needs for the essential public facility;</i> c) <i>an analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;</i> d) <i>an analysis of the proposal's consistency with policies County and City Policies;</i> e) <i>an analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;</i> f) <i>an analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;</i> g) <i>an analysis of environmental impacts and mitigation; and</i> h) <i>extensive public involvement.</i>	■		□			Public Facilities	See discussions above; verify completeness of list. Is this properly policy or code?		
LNP 17.7 <i>Actively regulate and monitor designated essential public facility operations to ensure that such facilities do not cause or create a public nuisance.</i>	■		□			Public Facilities	See discussions above.		
Commercial Areas									
LNG 18.0 <i>Provide sufficient land for a variety of appropriate economic development opportunities.</i>	□	□					Goal not clear, expressed more like a policy. "A variety" and "appropriate" terms very easy to mis-interpret w/out additional guidance; how to interpret?		
LNP 18.1 <i>Establish Downtown Commercial, and Neighborhood Commercial areas and development policies to accommodate appropriate commercial, office and attached residential activities. The pattern and scale of developments should be suitable to their location and the population they will serve.</i>	□		□				See above; "suitable" to location and population provides very little guidance on how to implement.		
LNP 18.2 <i>Create relatively high-density areas that allow people to live, shop, and possibly work without being dependent on their automobiles.</i>	□						Suggest replacing "Create" with "support the development of..."		
Hawk Property Subarea Urban Village									
LNG 19.0 <i>Plan for and create a new Urban Village within the Hawk Property Subarea that serves as a safe, vibrant, well-planned commercial and residential center that offers opportunities to live, shop, and recreate in proximity to regional commercial and park and greenspace facilities.</i>			□			Subarea plan	Suggest replacing "Create" with "support the development of..." Has subarea been defined? Suggest moving all Hawk Property items to its own section, as an ad-hoc subarea plan.		
LNP 19.1 <i>Encourage a variety of commercial, residential, and recreational development types.</i>	□						Suggest moving all Hawk Property items to its own section, as an ad-hoc subarea plan.		
LNP 19.2 <i>Encourage a variety of housing types at various densities to provide housing choices not currently available in one location within Covington.</i>			■				See above. Delete text from "choices" onwards.		
LNP 19.3 <i>Adopt design standards for the urban village that facilitate development in the Hawk Property Subarea as the northern entrance to Covington.</i>			■				See above. What goal or policy objective is to be served that "facilitate development?" Delete text from "village" onward.		
LNP 19.4 <i>Ensure that the public realm provides places for a variety of ages, interests, and experiences and is easily accessible.</i>		■	□				See above.		
LNP 19.5 <i>Ensure that the pond serves as a major public amenity with extensive public access and a surrounding area with a mix of residential and commercial uses that offer a place for the community to gather, stroll, dine, shop, and live.</i>	□						See above.		
LNP 19.6 <i>Encourage the preservation of a green space buffer, which may include public trails, along the southern border of the Hawk Property Subarea, adjacent to existing residential development.</i>	□						See above.		
LNP 19.7 <i>Encourage development of larger public park and greenspace amenities in the Hawk Property Subarea that are accessible to all residents and visitors, as opposed to small, fragmented, private park facilities.</i>			■				See above. Delete text from "visitors" onwards. Consider incorporating with LNP 19.6.		

Symbol legend: ■ = Recommended action / condition; □ = Potential and/or contingent action / condition

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Housing Element									
3.5.1 Healthy Community									
HGG 1.0 Promote healthy neighborhoods by providing a wide range of housing options throughout the community that are accessible to community and human services, employment opportunities, and transportation and in accord with the Vision Statement by being sensitive to the environmental impacts of development.			■				Reference to vision statement is good, but we need to make sure we're pointing in the right direction. This statement of inclusivity can be reworded to be an overall premise for the housing element, and these component policies can be located elsewhere in this element and in others.		
<i>HGP 1.1 Ensure that community and human services, including, but not limited to, fire, emergency medical services, police, library facilities, medical services, neighborhood shopping, child care, food banks, and recycling facilities, are easily accessible to neighborhood residents.</i>		□		■					
<i>HGP 1.2 Encourage a wide range of transportation options from residential areas to employment centers and commercial areas.</i>				■					
<i>HGP 1.3 Encourage new residential development to achieve a substantial portion of the maximum density allowed. The City will establish a minimum number of dwelling units in new residential developments as a percentage of the maximum allowable pursuant to underlying density.</i>				■			About land use efficiency and more appropriately included in the land use element.		
<i>HGP 1.4 Utilize regulatory measures to control impacts of residential development on the environment and on water quality.</i>				■			This seems to be more related to the environmental element and relevant for all uses, not just residential.		
<i>HGP 1.5 Provide the opportunity for senior citizen housing and long-term care/assisted living facilities.</i>				■			Incorporate into the special needs housing section.		
<i>HGP 1.6 Review regulatory measures periodically to assess their overall effectiveness and their impact on housing needs.</i>					■		This can be relocated to the program table.		
3.5.2 Affordable Housing Choice									
HGG 2.0 Provide sufficient, diverse, and affordable housing for the existing and projected population.	■						This goal re: affordability can also encompass "low-income" housing policy.		
<i>HGP 2.1 Encourage the availability of affordable housing to all economic segments and special needs, such as senior citizens, the homeless, mentally and developmentally disabled, and low and moderate-income persons and families.</i>	■								
<i>HGP 2.2 Promote a sufficient amount of land for a variety of residential densities and housing types including, but not limited to, assisted housing, housing for low-income households, single-family housing, small lot sizes, townhouses, mixed-density areas, mixed-use developments, manufactured housing, manufactured home parks, group homes, and foster care facilities.</i>	■								
<i>HGP 2.3 Review existing and proposed City policies and regulations to ensure compliance with the Federal/ FHA, the American Disabilities Act (ADA), and related legislation and to remove regulatory barriers, redundancies, and inconsistencies.</i>					■		This can be relocated to the program table.		
<i>HGP 2.4 Continue encouraging accessory housing units by allowing accessory units in single-family areas pursuant to standards which address traffic generation, parking, noise, health and safety standards, and owner occupancy.</i>	■								
<i>HGP 2.5 Establish a Demonstration Housing Program to test innovative residential designs that would encourage affordable housing production. The pilot program should test alternative development standards that increase the diversity of housing types and levels of affordability.</i>					■		This can be relocated to the program table.		
3.5.3 Preserve Existing Housing									
HGG 3.0 Encourage the preservation, maintenance, and improvement of the City's existing neighborhoods.			■				This may not be a universal goal, particularly where housing stock is derelict. Maybe emphasis should be on neighborhoods and preservation of serviceable units.		
<i>HGP 3.1 Review and revise building code requirements as needed to remove unnecessary constraints on rehabilitation, on legalization of existing accessory units, and on historic preservation so that usable structures can be rehabilitated to an appropriate level of safety and habitability.</i>					■		This can be relocated to the program table.		
<i>HGP 3.2 Promote educational and outreach efforts regarding home maintenance and rehabilitation.</i>									
<i>HGP 3.3 Support non-profit organizations involved in housing repair and rehabilitation.</i>									
<i>HGP 3.4 Preserve and maintain buildings of historical significance to enhance neighborhood character.</i>	■								

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Housing Element									
HGP 3.5 <i>Maintain a strong code enforcement program.</i>	■						Should find out how code enforcement works now and if needing improvement.		
HGP 3.6 <i>Protect and enhance the quality and character of existing residential neighborhoods by implementing design guidelines for commercial, multifamily and mixed-use development.</i>					■		This may have already been accomplished. If not, it can be related to programs.		
3.5.4 Reduce Housing Costs			■				These categorical headings may be deleted, but, if they remain, this one should change.		
HGG 4.0 Explore methods and partnerships to reduce the costs associated with developing, purchasing, and renting housing.		□	■				Is reducing costs really the goal here? Desire is to make housing more affordable, which can include income strategies, employment, and variety of housing type. Maybe this goal could be replaced by the umbrella goal of having affordable "work-force" housing?		
HGP 4.1 <i>Evaluate the cumulative impact of fees, off site mitigation, permit process, regulations (e.g. zoning, building, fire codes) and fees in an effort to reduce negative impacts on housing costs without compromising fair developer profits, environmental protection, public safety, design and public review.</i>			□		■		A policy might be to "align impact fees, mitigation requirements, permit processes, land use regulations with objectives of providing for affordable housing in the community."		
HGP 4.2 <i>Coordinate with public and private lending institutions to find solutions that reduce housing financing costs for both builders and consumers.</i>			■				Using the word "reduce" might be problematic.		
HGP 4.3 <i>Seek to minimize the time necessary to process development permits.</i>			■				Delete "seek." Just do it, maybe by streamlining development review processes.		
HGP 4.4 <i>Encourage innovative development techniques for home ownership by supporting projects such as owner-built housing and residential communities that achieve lower prices through shared common houses, open spaces and community facilities.</i>			■				Emphasize efficiency, equity, partnership, participation, and ownership, not reduction of costs. It's a way to help someone get into ownership, but the value realized on the other end may not be a reduced-cost house.		
HGP 4.5 <i>Seek opportunities to modify land-use regulations and permit processes that make project approval timelines, achievable densities, and mitigation costs more predictable.</i>		□		■			This can be included within the replacement policy to "align impact fees...."		
3.5.5 Special Needs Housing			■				This heading should be expanded to include variety in housing type and inclusivity in zoning. This is less about cost and more about compatibility and acceptance.		
HGG 5.0 Assure that the full range of special needs populations are provided with sufficient, appropriate, accessible and affordable housing and services							Full range of special needs populations can be expanded to include low- and moderate- income households, too. Consolidate under one goal here those things that are specific to housing need, and move those things specific to housing affordability to affordability goal.		
HGP 5.1 <i>Promote opportunities for assistend housing, including housing for low-income people with special needs by:</i> a) <i>Treating government-assisted housing and other low-income housing the same as housing of similar size and density</i> b) <i>Allowing the integration of assisted housing within neighborhoods</i> c) <i>Encouraging developers and owners of assisted housing units to undertake activities to establish and maintain positive relationships with neighbors</i>	■								
HGP 5.2 <i>Provide reasonable accommodations to afford persons with disabilities equal opportunity to housing.</i>	■								
HGP 5.3 <i>Permit group living situations, including those where residents receive such supportive services as counseling, foster care or medical supervision, within a detached or attached housing unit.</i>	■								
3.5.6 Low-Income Housing							This category should be incorporated within the larger goal of affordability.		
HGG 5.0 Provide a wide range of housing choices affordable to low-income households by promoting land-use incentives, funding sources, and other options.			□	■			Keep "low-income" term or replace with something that sounds more acceptable, like "workforce?" Anyway, this goal is redundant with affordable housing goal.		
HGP 5.1 <i>Provide density bonuses and other incentives for the development of rental and purchase housing affordable to low and moderate-income households. This housing can either be included in a market rate project or the entire development can be dedicated to low and/or moderate-income households. Include a longevity clause in the incentives.</i>	■					Affordabilty goal			
HGP 5.2 <i>Provide incentives and work in partnership with nonprofit and private developers to build affordable housing, to subsidize low-income housing, and to implement housing policies.</i>	■					Affordability goal			
3.5.7 Education and Community Awareness			■				This category should be incorporated within a new one dealing with provision of housing for all Covington's households and the programs to accomplish it. Education & awareness is only a means to an end. The goal should be the end.		

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Housing Element									
HGG 7.0 Actively promote community awareness and education regarding available housing resources and needs, as well as populations that require housing assistance.			■			Housing provision goal	Sounds like a policy now. Goal should be an achievement, so reword to attain a community that's savvy about housing options & programs. It may also be appropriate to consider this in the context of a different goal, one that's more in line with housing Covington's households. Learning about the various available programs is simply part of it. The following goal re: partnerships is also part of that.		
<i>HGP 7.1 Promote education and guidance of low and moderate-income households on financing assistance, home purchasing techniques, and assistance in locating affordable rentals.</i>	■					Housing provision goal			
<i>HGP 7.2 Participate in a local and regional resource, education, and lobbying regarding housing data, housing programs, design alternatives, and funding sources.</i>			□		■		This can be slightly reworded to be a program, identifying specifically what should be done. It's already covered as policy in the preceding item.		
<i>HGP 7.3 Promote educational campaigns on low-income and special needs housing in order to engender acceptance throughout the community</i>	■					Housing provision goal			
3.5.8 Regional Partnerships			■				This category should be incorporated within a new one dealing with provision of housing for all Covington's households and the programs to accomplish it. Education & awareness is only a means to an end. The goal should be the end.		
HGG 8.0 Actively participate in regional responses to affordable housing development needs and issues.			□			Housing provision goal			
<i>HGP 8.1 Monitor housing prices and rents and report to King County the annual determination of housing affordability for four income categories: zero to 50 percent of median income, 50 to 80 percent of median income, 80 to 120 percent of median income, and above 120 percent of median income.</i>					■		This is a recurring program, and it's probably one that's already being implemented. We should find out its status and/or the level to which the City is bothered by the task.		
<i>HGP 8.2 Participate in the development of countywide resources, funding, and programs to assist low and moderate-income households in obtaining affordable and appropriate housing.</i>	■					Housing provision goal	What's the City's status now with this?		
<i>HGP 8.3 Encourage housing opportunities for those with housing assistance needs through the use of available regional and federal funding programs.</i>	■		□			Housing provision goal	This policy can be made stronger by identifying partners and programs available. Now it sounds like pablum. This focus is on public agency assistance/programs.		
<i>HGP 8.4 Work cooperatively with private and not-for-profit developers and social and health service agencies to address local housing needs.</i>	■					Housing provision goal	This focuses on non-public agency partners, looking to develop partnerships with other community institutions. Where does ARCH fall? This seems to cross the lines between housing type, housing availability and housing cost, making it appropriate for its own policy category.		
<i>HGP 8.5 Utilize housing and community development block grant funds in order to provide housing opportunities for low and moderate-income households.</i>	■					Housing provision goal	This also seems to cross the lines between housing type, housing availability and housing cost, making it appropriate for its own policy category.		
<i>HGP 8.6 Explore coordination of incentive programs with other cities and King County (King County Housing Assistance Plan) to develop common affordable housing program guidelines and reduce administrative costs.</i>					■		This can be moved to the program table.		

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Downtown Element									
4.5.1 General Downtown Land Use									
<p>Vision: Plan for and create a new Downtown Covington as a vibrant residential, commercial, social, and cultural gathering place that is safe, pedestrian-friendly, well designed, and well-maintained, with a land use pattern and intensity over a twenty-year phased time frame that encourages residents to live, work, shop, gather for community events, walk and bicycle in the downtown.</p> <p>Allow and encourage developments throughout the downtown which combine compatible retail, office, service, health care, and residential uses to provide a diverse and vibrant mixed-use downtown area with benefits to the larger community. Development in the downtown area shall provide complementary functional relationships between various land uses.</p> <p>Encourage a variety of developments in the downtown area with an emphasis on multistory mixed-use, while allowing existing, major retail components to exist until market conditions suggest redevelopment; permitting limited, regulated and high quality designed large format retail; while minimizing impacts on adjacent residential neighborhoods.</p> <p>Encourage development of an attractive and economically healthy downtown that offers a variety of service, office, retail, health care, residential, cultural, open space & public gatherings places, and recreational opportunities.</p> <p>Provide a downtown circulation pattern and parking strategy conducive to pedestrians that encourages people to park once and walk or use shuttles, thereby encouraging healthy activity, and contributing to a more vibrant and active streetscape, and reducing traffic and the overall need for parking.</p> <p>Encourage the integration of new office, service, health care, and residential uses into the downtown area to support high quality business/retail activities and to increase the vitality of the downtown.</p> <p>Provide regulatory incentives (related to allowable building height, density and parking requirements, etc.) for private developments to accomplish public objectives.</p> <p>Prohibit heavy industrial uses throughout downtown, in order to reduce the potential for noise, odor, air emissions, excessive amounts of land devoted to freight loading, and excessive truck trips that impact the existing and planned mix of retail, office, service, public, and residential uses.</p>		☐		■		Element text or vision chapter	These vision statements embedded in the policy matrix are unique to this element and are not included in all categories. They should be moved into the text of the element and/or be included in the overall vision statement/intro chapter of the plan.		
DTG 1.0 Plan for and create a new Downtown Covington as a vibrant residential, commercial, social, and cultural gathering place that is safe, pedestrian-friendly, well designed, and well-maintained, with a land use pattern and intensity over a twenty-year phased time frame that encourages residents to live, work, shop, gather for community events, walk and bicycle in the downtown.			■			Land use element	This should move into the land use element, potentially to be combined with other downtown-specific goals and policies. Rewording should concentrate on agency position and behavior, giving credit for the implementation actions already completed.	Create a new Downtown Covington as a vibrant residential, commercial, social, and cultural gathering place that is safe, pedestrian-friendly, well designed, and well-maintained, with a land use pattern and intensity over a twenty-year phased time frame that encourages residents to live, work, shop, gather for community events, walk and bicycle in the downtown.	
<i>DTP 1.1 Allow and encourage developments throughout the downtown which combine compatible retail, office, service, health care, and residential uses to provide a diverse and vibrant mixed-use downtown area with benefits to the larger community. Development in the downtown area shall provide complementary functional relationships between various land uses.</i>		☐		■		Land use element	This should move into the land use element, potentially to be combined with other downtown-specific goals and policies. Rewording should concentrate on agency position and behavior, giving credit for the implementation actions already completed.	<i>Encourage developments throughout the downtown which combine compatible retail, office, service, health care, and residential uses to provide a diverse and vibrant mixed-use downtown area with benefits to the larger community. Development in the downtown area shall provide complementary functional relationships between various land uses.</i>	
<i>DTP 1.2 Encourage a variety of developments in the downtown area with an emphasis on multistory mixed-use, while allowing existing, major retail components to exist until market conditions suggest redevelopment; permitting limited, regulated and high quality designed large format retail; while minimizing impacts on adjacent residential neighborhoods.</i>	■					Land use element	This should move into the land use element, potentially to be combined with other downtown-specific goals and policies.		
<i>DTP 1.3 Encourage development of an attractive and economically healthy downtown that offers a variety of service, office, retail, health care, residential, cultural, open space & public gatherings places, and recreational opportunities.</i>	■					Land use element	This should move into the land use element, potentially to be combined with other downtown-specific goals and policies.		
<i>DTP 1.4 Provide a downtown circulation pattern and parking strategy conducive to pedestrians that encourages people to park once and walk or use shuttles, thereby encouraging healthy activity, and contributing to a more vibrant and active streetscape, and reducing traffic and the overall need for parking.</i>	■					Transportation element	This should move into the transportation element, potentially to be combined with other downtown-specific goals and policies. This may have already been accomplished, however, in the downtown plan and may echo transportation policies already in place.		
<i>DTP 1.5 Encourage the integration of new office, service, health care, and residential uses into the downtown area to support high quality business/retail activities and to increase the vitality of the downtown.</i>	■					Land use element	This should move into the land use element, potentially to be combined with other downtown-specific goals and policies.		
<i>DTP 1.6 Provide regulatory incentives (related to allowable building height, density and parking requirements, etc.) for private developments to accomplish public objectives.</i>			☐		■		May already be accomplished. If not, should be reworded to include the tools the City's using, like developer agreements.		

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Downtown Element									
<i>DTP 1.7 Prohibit heavy industrial uses throughout downtown, in order to reduce the potential for noise, odor, air emissions, excessive amounts of land devoted to freight loading, and excessive truck trips that impact the existing and planned mix of retail, office, service, public, and residential uses.</i>		<input type="checkbox"/>			<input checked="" type="checkbox"/>		This may already be done with zoning text amendments in place.		
<i>DTP 1.8 Develop a flexible and tiered approach to zoning regulation of non-conforming uses and structures in the Town Center Focus Area/All Downtown Zones that allows owners to rebuild non-conforming structures to previous configurations in the event of catastrophic loss; allows for interior tenant improvements without bringing exterior improvements to new standards; and allows limited remodeling and expansion of existing buildings as long as they do not increase the degree of nonconformance. This allows for continued use of existing non-conforming uses and structures until market conditions support total redevelopment in accordance with the Town Center Focus Area Concept Plan, goals and policies.</i>		<input type="checkbox"/>			<input checked="" type="checkbox"/>		This may already be done with zoning text amendments in place.		
4.5.2 Town Center Focus Area									
Vision: The Town Center Focus Area should be the central community-oriented heart of the downtown with public plazas and civic buildings, public spaces and landmarks, a mix of multi-story residential, office, service and retail uses; contain short block sizes on a rectangular grid system that are conducive to walking; focus around a traditional “Main Street” with sidewalk cafes and ground floor retail uses where Covington residents and visitors outside the community can come to shop, socialize, relax, and attend special community events; and be located south of SE 272nd St.		<input type="checkbox"/>		<input checked="" type="checkbox"/>		Element text or vision chapter	These vision statements embedded in the policy matrix are unique to this element and are not included in all categories. They should be moved into the text of the element and/or be included in the overall vision statement/intro chapter of the plan.		
DTG 2.0 Use a new Town Center land use and zoning designation to proactively implement a walkable, pedestrian scale mixed-use development pattern that emphasizes the public realm at the heart of the downtown.		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>		Move to land use element	Using the zoning district is done. The goal is to create a walkable, cool downtown., and this may already exist in the land use element.	Create a walkable, pedestrian scale mixed-use development pattern that emphasizes the public realm at the heart of the downtown	
<i>DTP 2.1 Apply the Town Center designation to a single area comprised of large parcels suitable for development or redevelopment that are central to downtown and accessible from highways and major arterials.</i>					<input checked="" type="checkbox"/>		Done!		
<i>DTP 2.2 Allow one new large-format retail store to be built within the Town Center Focus Area. The City should adopt development regulations requiring this store to be located west of the proposed north/south “Main Street” (171st Avenue SE), requiring that the big box be setback from the proposed 171st Avenue SE a sufficient distance to allow the future construction of street-frontage, pedestrian-oriented retail and complimentary uses along the proposed 171st Avenue SE ,and prohibiting any service or delivery vehicles to and from the big box from using 171st Avenue SE. There should be no curb cuts along the proposed 171st Avenue SE providing vehicular access of any kind to the big box (except for emergency vehicle access, if required by the Fire Marshall).</i>					<input checked="" type="checkbox"/>		Done!		
<i>DTP 2.3 The City should move forward with efforts to acquire property for a civic building and plaza space within the new Town Center Focus Area, that is consistent with the vision of the new Town Center Concept Plan, supports an interactive pedestrian-oriented Streetscape, and provides that unique, identifiable public gathering space with public business and community functions. The civic building and plaza space should support other potential future public investments such as a public parking facility, a transit center/park-and-ride facility, and a community center, and be adjacent to the pedestrian-oriented “Main Street”.</i>				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		Rewording can clarify that this is an implementation step, not just policy guidance. Also should give credit for work in this direction that's already been done.		
<i>DTP 2.4 Encourage residential uses in the Town Center Focus Area at more urban densities, greater than 24 units per acre, making efficient use of prime land, supporting transit friendly and pedestrian-oriented retail, and encouraging inclusion of residential uses in new mixed-use projects with ground floor retail, restaurant and /or personal services.</i>		<input type="checkbox"/>	<input checked="" type="checkbox"/>			Move to land use element			
<i>DTP 2.5 Zoning and development regulations in the Town Center Focus Area should promote specific types and a mix of uses, building forms and public realm improvements described in the Town Center Vision statement, including retail, service, office, health care, and residential uses.</i>					<input checked="" type="checkbox"/>		Done!		
<i>DTP 2.6 Provide incentives for innovative, affordable housing development and encourage workforce housing targeted for workers expected to fill retail and service jobs within the downtown.</i>		<input type="checkbox"/>	<input checked="" type="checkbox"/>			Move to housing element	This policy can be in either or both the land use element and/or housing element. Existing housing policy already leans this direction, and land use policy does, too.		
<i>DTP 2.7 Recognize Downtown as uniquely suited to supporting special-needs housing due to the convenience of nearby health services.</i>		<input type="checkbox"/>	<input checked="" type="checkbox"/>			Move to housing element	This policy can be in either or both the land use element and/or housing element. Existing housing policy already leans this direction, and land use policy does, too.		

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Downtown Element									
<i>DTP 2.8 Encourage transit oriented development (TOD) where feasible, to locate within the Town Center Focus Area.</i>	<input type="checkbox"/>	<input checked="" type="checkbox"/>				Move to transportation element			
4.5.3 Mixed Commercial Focus Area									
Vision: The Mixed Commercial Focus Area should generally surround the Town Center Focus Area on the north, northeast and west, and emphasize retail and office uses, including large-format retail and auto-oriented uses, yet with built-in pedestrian orientation and amenities; certain uses such as outdoor storage and heavy industrial are not compatible with this designation.		<input type="checkbox"/>		<input checked="" type="checkbox"/>		Element text or vision chapter	These vision statements embedded in the policy matrix are unique to this element and are not included in all categories. They should be moved into the text of the element and/or be included in the overall vision statement/intro chapter of the plan.		
DTG 3.0 Use the Mixed Commercial designation to encourage diverse employment; increase walkability and connectivity in portions of the downtown outside of the Town Center, while encouraging a mix of commercial and multi-story residential uses, with mixed-use buildings, public uses and spaces, compatible food related uses; and still allowing for large-format and auto-oriented retail, provided they meet pedestrian oriented design goals and policies.			<input checked="" type="checkbox"/>				The actual goal is to create a cool ring of complementary development near the downtown. Applying the mixed commercial designation is an implementation activity. The goal should be reworded accordingly.	Achieve diverse employment; increased walkability and connectivity in portions of the downtown outside of the Town Center, while encouraging a mix of commercial and multi-story residential uses, with mixed-use buildings, public uses and spaces, compatible food related uses; and still allowing for large-format and auto-oriented retail, provided they meet pedestrian oriented design goals and policies	
<i>DTP 3.1 Apply the Mixed Commercial designation to areas close to SE 272nd St. that have a mix of parcel sizes and are already dominated by large-format retail, yet encourage redevelopment with more intensive and higher mixed-use developments with improvements to the pedestrian and street network, locating building footprints fronting a new street grid, and requiring corner architectural treatments in key areas.</i>					<input checked="" type="checkbox"/>		Done!		
<i>DTP 3.2 Provide incentives for innovative, affordable housing development and encourage workforce housing targeted for workers expected to fill retail and service jobs within the downtown.</i>			<input type="checkbox"/>			Move to housing element			
<i>DTP 3.3 Recognize Downtown as uniquely suited to supporting mixed-use residential and commercial developments with affordable housing due the convenience of nearby health services.</i>			<input type="checkbox"/>			Move to land use element			
<i>DTP 3.4 Encourage transit oriented development (TOD) where feasible, to locate within the Mixed Commercial Focus Area.</i>			<input type="checkbox"/>			Move to transportation element			
4.5.4 General Commercial Focus Area									
Vision: The General Commercial Focus Area is the broadest of land use designations of any land uses in the downtown and is intended for the location of major auto-oriented uses, major commercial, storage, office, and retail, and may include some light manufacturing, transportation related, and utility uses; yet high density residential uses may also be allowed if buffered adequately to ensure compatibility.		<input type="checkbox"/>		<input checked="" type="checkbox"/>		Element text or vision chapter	These vision statements embedded in the policy matrix are unique to this element and are not included in all categories. They should be moved into the text of the element and/or be included in the overall vision statement/intro chapter of the plan.		
DTG 4.0 Use the General Commercial designation to allow for a complete variety and mix of commercial and office uses, some appropriate low-impact manufacturing and storage uses, transportation-related and utility facilities uses, and limited residential uses that can be buffered to ensure compatibility.			<input checked="" type="checkbox"/>				The actual goal is to create a variety and mix of commercial and office uses. Applying the general commercial designation is an implementation activity. The goal should be reworded accordingly.	Create a complete variety and mix of commercial and office uses, some appropriate low-impact manufacturing and storage, transportation-related and utility facilities, and limited residential use that can be buffered to ensure compatibility	
<i>DTG 4.1 Apply the General Commercial designation to the portion of the downtown that is Southwest of Covington Way and south of SE 272nd St. and between Highway 18, Covington Way and SE 272nd St. DTP 4.2 Encourage auto sales, office, appropriate storage and light manufacturing, and other vehicular service uses in this land use designation.</i>					<input checked="" type="checkbox"/>		Done!		
<i>DTG 4.2 Prohibit heavy industrial uses in this land use designation to ensure compatibility with the mix of desired uses, proximity of pedestrian-oriented retail and residential uses and the general pedestrian orientation of the downtown.</i>					<input checked="" type="checkbox"/>		Done!		
<i>DTG 4.3 Apply zoning classifications and development and design standards that ensure compatibility between uses, requires pedestrian and trail connections to the rest of the town center and Soos Creek, and addresses the potential for a new SR 18 "peel-off" ramp onto Covington Way.</i>					<input checked="" type="checkbox"/>		Done!		
<i>DTG 4.4 Encourage the enhancement of Big Soos Creek through appropriate incentives or development standards.</i>			<input type="checkbox"/>			Move to parks and/or natural elements			
4.5.5 Mixed Housing and Office Focus Area									

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Downtown Element									
Vision: The Mixed Housing and Office Focus Area is intended to preserve existing housing stock for its useful life, yet encourage infill housing and office development and redevelopment that is designed to be compatible with existing and surrounding residential uses; development and design standards should emphasize compatibility through limits on height, bulk, scale, density and size-threshold for redevelopment.		<input type="checkbox"/>		<input checked="" type="checkbox"/>		Element text or vision chapter	These vision statements embedded in the policy matrix are unique to this element and are not included in all categories. They should be moved into the text of the element and/or be included in the overall vision statement/intro chapter of the plan.		
DTG 5.0 Use the Mixed Housing and Office designation to encourage infill development and redevelopment of a variety of housing and professional office uses such as townhouses, cottage housing, and multi-family dwellings; professional offices; and medical and educational offices.			<input checked="" type="checkbox"/>			Land use element	The actual goal is to create a dynamic environment of mixed-use housing/retail and professional office in certain areas of the city. The MHO designation is already applied, but the goal is still in process. In fact, this goal can be transformed into a policy that's suitable for inclusion in the land use element.	<i>Encourage infill development and redevelopment of a variety of housing and professional office uses such as townhouses, cottage housing, and multi-family dwellings; professional offices; and medical and educational offices.</i>	
<i>DTP 5.1 Develop zoning and design standards for the Mixed Housing and Office (MHO) Focus Areas that allow incremental redevelopment of existing single-family subdivisions as property owners are ready to redevelop. A minimum site area for redevelopment should be established that is large enough to accommodate creative site design and the coordination of needed street improvements, while minimizing impacts on remaining single-family residences. The minimum site area should not be so large as to effectively prevent redevelopment. Consider establishing two minimum site area standards, with different development standards and review processes applicable to each. Require administrative design review for projects other than traditional single family development.</i>					<input checked="" type="checkbox"/>		Done!		
<i>DTP 5.2 Develop zoning and design standards for the properties along the east side of Wax Road that are similar to those currently in place, and that also reflect the development constraints on these properties due to their proximity to Jenkins Creek and the planned reconstruction of Wax Road.</i>					<input checked="" type="checkbox"/>		Done!		
<i>DTP 5.3 Establish minimum project size and/or threshold requirements for redevelopment to higher intensity uses in the Mixed Housing and Office designation to assure a higher level of design, coordination of needed improvements, and reduced impacts on adjacent single-family uses.</i>					<input checked="" type="checkbox"/>		Done!		
<i>DTP 5.4 Emphasize extensive landscaping, particularly for larger projects, along with requiring adequate buffers to reduce impacts on existing residential development.</i>	<input checked="" type="checkbox"/>				<input type="checkbox"/>		May already be included in zoning district requirements. If so, this policy may be worth retaining in the land use element or in attaching to a special policy group related to urban design.		
<i>DTP 5.6 Encourage flexibility for innovative housing types and foster demonstration projects for a mix and variety of housing types.</i>	<input checked="" type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>		This may already be included in zoning. It's also potentially redundant with housing element policy.		
<i>DTP 5.7 Establish development regulations so they are sensitive to nearby single family uses, and require administrative design review for large projects other than traditional single family development.</i>					<input checked="" type="checkbox"/>		Done!		
4.5.6 Transportation, Circulation, and Development									
DTG 6.0 Implement a balanced transportation network including public transportation, motor vehicle, pedestrian, and bicycle circulation, and an integrated parking strategy to increase mobility of all modes of travel within the downtown.			<input type="checkbox"/>	<input checked="" type="checkbox"/>					
<i>DTP 6.1 Streets should safely and comfortably allow for all modes of travel, including vehicles, pedestrians and bicycles, and transit where appropriate.</i>	<input checked="" type="checkbox"/>					Transportation element			
<i>DTP 6.2 Provide for adequate and necessary vehicular access into and across the downtown with efficient connections to and from nearby neighborhoods by prioritizing capital investment decisions accordingly, yet still recognizing downtown pedestrian circulation needs as vital to a more pedestrian-friendly and healthy town center.</i>						Transportation element			
<i>DTP 6.3 Work with all governmental entities and the private sector to develop trail and bikeway plans and facilities that serve Covington residents, pedestrians, cyclists, and visitors from the greater region with improved connections to the Soos Creek Trail system and the planned Jenkins Creek trail system.</i>					<input checked="" type="checkbox"/>	Transportation element			
<i>DTP 6.4 Develop and provide for unique street design standards that emphasize improved pedestrian circulation and amenities consistent with the Town Center vision.</i>					<input checked="" type="checkbox"/>	Transportation element			

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Downtown Element									
<p>DTP 6.5 Establish a walkable, street grid system in the Town Center Focus Area. Key to this system is the early development of key “framework” streets: two north/south streets (roughly on the alignments of 171st and 172nd Avenues SE, if extended) connecting SE 272nd Street and Wax Road; an east/west street connecting Wax Road to the existing south roundabout on 168th Avenue SE; and an additional east/west street connecting 168th Avenue SE to Wax Road in an alignment just south of the existing Safeway. All of these streets should be built to special, pedestrian oriented design standards, with eventual ground-floor retail uses fronting the street, and all should accommodate local vehicular circulation. One of these north/south streets should place special emphasis on pedestrian circulation, eventually developing in to the “Main Street” of the Town Center Focus Area. These streets should be generally located as shown on the Town Center Concept Plan and in Figure 4.2.</p>	☐				■	Transportation element	Some of this may have already been done and reflected in town center plan. To the extent possible, this can be translated directly into program items, under the policy umbrella of increased network density downtown.		
<p>DTP 6.6 Reconstruct SE Wax Road in its current alignment, with a minor western realignment to accommodate new intersection improvements at the intersection at Covington Way.</p>					■	Transportation element	For inclusion in CFP, too!		
<p>DTP 6.7 Develop a comprehensive parking strategy with specific site and parking space design standards in the downtown which supports transit and pedestrians and provides for either parallel or angular on-street parking where appropriate.</p>		☐			■	Transportation element	This may already be complete.		
<p>DTP 6.8 Additional grid streets should be developed in the Town Center Focus Area as private development occurs; the location and timing of these other grid streets should be determined based on the location, design, and timing of new development. All new public and private development in the Town Center Focus Area should be designed to further this goal of an eventual grid street pattern in this area.</p>	■					Transportation element			
<p>DTP 6.9 Coordinate with the King County METRO bus system to develop ways to improve mass transit service, frequency, and connections into the city that establishes a unified transit strategy, including a park-and-ride transit center and public parking facility.</p>	■					Transportation element			
<p>DTP 6.10 Develop a unified downtown parking strategy that avoid excessive parking supplies, by encouraging shared (joint-use) parking to reduce the total number of parking stalls and to improve the visual and aesthetic character of the downtown.</p>		☐			■	Transportation element	This may already be complete.		
<p>DTP 6.11 Provide efficient local access from regional transportation corridors (e.g. SR-516 and SR-18) to the downtown area.</p>	■					Transportation element			
<p>DTP 6.12 Enhance the attractiveness of the SR-18 right-of-way in accordance with its role as a gateway to the downtown area. Encourage off-street parking to be located at the rear of buildings and within structured parking facilities where possible and develop site and parking design standards in the downtown area which support transit.</p>	■					Transportation element			
<p>DTP 6.13 Require provision of bicycle racks in conjunction with new developments, bike lanes on arterial streets and signage at key points and intersections.</p>		☐			■	Transportation element	This may already be complete.		
4.5.7 Infrastructure									
<p>DTG 7.0 Encourage the planning and financing of public infrastructure such as road, water and sewer systems to support the development and redevelopment of the downtown area and as an incentive for new, more intensive mixed-use development.</p>			■			Utilities & capital facilities elements	The goal isn't to encourage, it's to achieve.	Create a system of public infrastructure such as road, water and sewer systems to support the development and redevelopment of the downtown area and as an incentive for new, more intensive mixed-use development.	
<p>DTP 7.1 Promote the efficient use of public infrastructure and urban services.</p>	■					Utilities & capital facilities elements			
<p>DTP 7.2 Combine utility and transportation rights-of-way into common corridors, where possible.</p>		☐			■	Utilities & capital facilities elements, transportation element			
<p>DTP 7.3 Provide, where appropriate, regulatory incentives related to items such as allowable building height, density, and parking requirements for private developments in exchange for public funding of infrastructure such as extensions of utility lines and roadway improvements.</p>		☐			■	Utilities & capital facilities elements, land use element			
<p>DTP 7.4 Encourage redevelopment and infill to take advantage of existing land resources, streets and utilities.</p>	■					Utilities & capital facilities elements, land use element			
4.5.8 Civic Buildings, Parks, and Open Space									

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Downtown Element									
DTG 8.0 Provide sufficient civic buildings, public plazas, parks, open spaces and gathering spaces within the Downtown to meet the needs of Covington’s planned residential, office and commercial growth.	■		□			Parks & rec element			
<i>DTP 8.1 Develop public plaza, park and usable open space areas to serve both residents and employees in the downtown area.</i>	■			□		Parks & rec element			
<i>DTP 8.2 Encourage the location of civic buildings and facilities, such as City Hall, public plazas, community centers, public libraries, etc., in the Town Center Focus Area.</i>	■					Parks & rec element			
<i>DTP 8.3 Improve the street environment and appearance for use as public open space.</i>	■					Transportation element	This can also be considered for inclusion within an urban design policy group.		
<i>DTP 8.4 Increase the diversity of spaces in the downtown area by enhancing the types, size and hierarchy of spaces through the introduction of public amenities such as civic spaces and public areas.</i>	■			□		Parks & rec element	May be eligible to combine with DTP 8.1.		
<i>DTP 8.5 Encourage developers to provide a variety of open spaces, such as plazas and courtyards with outdoor seating and landscaping, in private developments.</i>	■			□		Parks & rec element	May be eligible to combine with DTP 8.1.		
<i>DTP 8.6 Encourage private participation in development of community facilities in the downtown area.</i>	■					Parks & rec element			
<i>DTP 8.7 Utilize the power line corridors and adjacent stream corridors as part of an overall pedestrian and bicycle trail system that offers recreational potential and residential connections into and within the downtown area.</i>	■					Parks & rec element			
4.5.9 Urban Design									
DTG 9.0 Create a safe, physically attractive downtown area with high quality design, ample vegetation and landscaping, pedestrian amenities such as public benches, street lighting, and public art through urban design standards that address compatibility of use; bulk, scale, and modulation of buildings; texture, material and color of facades; and pedestrian-friendly features.	■					Land use element	The concept of urban design concern and imposition of design standards is a city-wide issue, with relevance to districts beyond downtown. It may make sense to include a specific urban design policy group, either incorporated within the land use element or called out as a separate, new community design element.		
<i>DTP 9.1 Encourage a development pattern that places buildings near the street and makes surface parking a non-dominant use.</i>	■					Land use element			
<i>DTP 9.2 Encourage vegetation and landscaping plans which can thrive in urban settings, conserve water, retain desirable trees and use native plant materials.</i>	■					Land use element			
<i>DTP 9.3 Use landscaping and other forms of screening to soften the appearance of parking lots, backs of buildings, “blank” building walls, and service areas from public streets, sidewalks, and open spaces.</i>	■					Land use element			
<i>DTP 9.4 Encourage the development and strategic placement of public art features within the downtown area.</i>	■					Land use element			
<i>DTP 9.5 Adopt development requirements and design standards for the downtown area relating to building appearance, public realm amenities, pedestrian orientation, and impact on adjacent properties.</i>					■		Done?		
<i>DTP 9.6 Provide for a sense of approach and entry to the downtown area through the development of key distinctive focal points, such as special architectural, water and/or landscaping features.</i>	■					Land use element			
<i>DTP 9.7 Require all downtown site plans to include a coordinated scheme for well-designed and well-located street furniture, including but not limited to benches, lighting, and trash receptacles.</i>					■		Done?		
<i>DTP 9.8 Encourage interconnected walkway systems to accommodate areas for landscaping and wide sidewalks that provide the opportunity for appropriate outdoor commercial and civic activities, including seating for food and beverage establishments.</i>	■					Land use element			
<i>DTP 9.9 Encourage public open spaces or community plazas, where appropriate, for the congregation of people.</i>	■					Land use element, parks & rec element	May be redundant with similar policies, like DTP 8.1.		
<i>DTP 9.10 Provide for a variety and mix of uses in individual buildings, with retail on the ground floor. Residential and/or office uses are appropriate and are encouraged on upper floors of downtown retail buildings.</i>	■				□	Land use element	This straddles the line between policy and implementation, and recent code revisions may have implemented regulations to activate this policy. But there may still be further to go. If so, policy should remain.		
<i>DTP 9.11 Encourage the location of shared parking lots behind or between buildings with pedestrian connections to the main walkways.</i>	■				□	Land use element	This straddles the line between policy and implementation, and recent code revisions may have implemented regulations to activate this policy. But there may still be further to go. If so, policy should remain.		

	Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Parks, Recreation, and Open Space Element										
6.6.1 Community Engagement										
PRG 1.0	Encourage meaningful public involvement in park and recreation planning and engage residents through department communications.	■						This may be something with even wider applicability beyond parks and recreation. Perhaps it should be universal to all topics?		
PRP 1.1	<i>Involve residents and stakeholders in system planning, park site facility design and recreation program development to solicit community input, facilitate project understanding and engender public support.</i>	■								
PRP 1.2	<i>Use a variety of methods and media to increase resident awareness about Parks and Recreation Department activities via community events, interpretive tours, presentations to neighborhood, homeowner and civic groups and other venues.</i>	■								
PRP 1.3	<i>Expand and update the city's web site to enhance citizen communication, expand access to information and improve public outreach and marketing.</i>					■				
PRP 1.4	<i>Prepare and publish a comprehensive park and trail facilities map for online and print distribution to highlight existing and proposed routes and promoting Covington as an active-lifestyles community.</i>					■				
PRP 1.5	<i>Host special events, festivals, concerts and cultural programming to promote wellness and community identity, foster civic pride and promote tourism and the benefits of recreation.</i>	■								
PRP 1.6	<i>Expand community-based volunteer and stewardship development and improvements opportunities, such as planting and restoration activities, in conformance to established City standards.</i>	■								
PRP 1.7	<i>Conduct periodic joint sessions between the Parks and Recreation Commission, City Council and other commissions to improve coordination and discuss policy matters of mutual interest.</i>					■				
6.6.2 Health, Wellness, & Programming										
PRG 2.0	Establish a varied and inclusive suite of recreation programs that accommodate a spectrum of ages, interests and abilities.	■								
PRP 2.1	<i>Leverage City resources by forming and maintaining partnerships with other public, non-profit and private recreation providers to deliver recreation services and secure access to existing facilities (e.g. schools) for field sports and other community recreation.</i>	■								
PRP 2.2	<i>Emphasize service provision to children, teens, seniors, people with disabilities and other population groups with limited access to market-based recreation options.</i>	■								
PRP 2.3	<i>Explore partnership opportunities with regional healthcare providers and services, such as MultiCare, Valley Medical Center and the King County Health Department, to promote wellness activities, healthy lifestyles and communications about local facilities and the benefits of parks and recreation.</i>	■								
PRP 2.4	<i>Promote and expand special events and programming, such as summer programs and environmental education. Utilize the region's parks, trails, waterfronts and recreation facilities as settings to provide and/or facilitate a wider array programs and activities.</i>	■								
PRP 2.5	<i>Continue to foster the partnership with the Kent and Taboma School Districts to utilize school sites to provide active recreation facilities. Explore opportunities to co-develop facilities on school property or property adjacent to schools.</i>	■								
PRP 2.6	<i>Explore options with Maple Valley, Black Diamond and King County for the development of a joint community facility for recreation, fitness and leisure activities.</i>					■				
PRP 2.7	<i>Periodically undertake a comprehensive evaluation of existing recreation program offerings in terms of persons served, customer satisfaction, cost/subsidy and availability of similar programs via other providers.</i>					■				
PRP 2.8	<i>Study and create cost recovery guidelines for existing and planned recreation programs and services.</i>					■				
PRP 2.9	<i>Coordinate with the Covington Art Commission to encourage participation in, appreciation of and education in the arts and to improve the capacity of local arts agencies in providing art programs that benefit community residents.</i>	■								
6.6.3 Parks, Natural Areas, & Trails										
PRG 3.0	Acquire and develop a high-quality, diversified system of parks, recreation facilities and open spaces that is attractive, functional, accessible and safe – providing equitable access to all residents.	■								

	Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Parks, Recreation, and Open Space Element										
PRP 3.1	All city residents should live within one-half mile of a developed neighborhood park and one mile of a developed community park.	<input type="checkbox"/>		■		■		This level of service standard may need to change.		
PRP 3.2	Provide a combined service standard of 8 acres per 1,000 resident-equivalents of developed neighborhood and community parks.	<input type="checkbox"/>		■		■		This level of service standard may need to change.		
PRP 3.3	Provide an overall parks and natural areas service standard of 14 acres per 1,000 resident-equivalents.	<input type="checkbox"/>		■		■		This level of service standard may need to change.		
PRP 3.4	Preserve and protect parks and open space within Covington's boundaries. Prepare and adopt a "no net loss" of public parks policy, such that the City will consider parkland losses only when converted parkland is replaced in equal to or better size and/or quality.			■				Has this "no net loss" of parks policy already been adopted? Suggest rewording.	<i>The City will consider parkland losses only when converted parkland is replaced in equal to or better size and/or quality.</i>	
PRP 3.5	Designate parks, recreational areas, trails and natural areas to be of local or regional significance if they contain significant recreation or cultural opportunities or facilities, unusual or special botanical resources, environmentally sensitive areas that serve a significant role or provide a significant function in the natural systems within the City, or public art and are associated in a significant way with an historic event, structure or person with a significant effect upon the City, state or nation.	<input type="checkbox"/>				■		Ensure that all properties that need to be designated Public Use are designated as such.		
PRP 3.6	Adopt plans, development and building regulations, and review procedures to protect locally or regionally significant parks, urban separators, and recreation and open space areas from adverse physical and environmental impacts caused by incompatible land uses in the vicinity of these resources.					■				
PRP 3.7	Develop and implement minimum design and development standards for park and recreation amenities within private developments to maintain minimally-acceptable standards of development and to address community facility needs, equipment types, accessibility and installation procedures.					■				
PRP 3.8	Identify and protect areas of local or regional significance and increase and enhance public access to shoreline areas.			■	<input type="checkbox"/>			Redundant with 3.5 except for the reference to enhancing public access to shorelines, which I suspect is also included in the SMP. The policy could be reworded to emphasize enhancing public access.		
PRP 3.9	Pursue low-cost and/or non-purchase options to preserve open space and greenbelts, including the use of conservation easements, current use assessment and development covenants.	■								
PRP 3.10	Actively plan and coordinate with King County, Kent, Black Diamond and Maple Valley for the acquisition of parks and open space within or in close proximity to the urban growth area.	■				<input type="checkbox"/>		Might be programmatic elements in this.		
PRP 3.11	Encourage and support the participation of community-based or non-profit conservation organizations, which offer options and alternatives to development in the interest of preserving desirable lands as a public benefit.	■								
PRP 3.12	Encourage large residential and mixed-use developments to include publicly accessible gathering spaces to serve as neighborhood focal points and event venues.			■	<input type="checkbox"/>	<input type="checkbox"/>		Consider adopting standards or rewording so that large residential and mixed use developments provide public spaces. Can also be included in land use element.		
	Natural Areas and Greenspaces			■				This heading was missing from our library file		
PRG 4.0	Protect and manage the City's environmentally sensitive lands, remnant open spaces and natural and cultural resources to highlight their uniqueness and local history.	■								
PRP 4.1	Retain as open space those areas having a unique combination of open space values, including the separation or buffering between incompatible land uses; visual delineation of the City or a distinct area or neighborhood of the City; aquifer recharge areas; floodwater or stormwater storage; stormwater purification; recreational value; aesthetic value; and educational value.	■								
PRP 4.2	Retain and protect as open space those areas that provide habitat for rare, threatened or endangered plant or wildlife species, may serve as a corridor for wildlife movement, and may include and encourage public use for wildlife interpretation and observation.	■								
PRP 4.3	Develop management plans for the City's larger natural areas and greenspaces and facilitate community-based volunteer restoration. Plan for and manage the use of natural areas in coordination with the City's Critical Areas Ordinance and other resource protection guidelines.					■				
PRP 4.4	Manage vegetation in natural areas to support or maintain native plant species, habitat function and other ecological values; remove and control non-native or invasive plants as appropriate.					■				
PRP 4.5	Coordinate with King County, Kent, Black Diamond and Maple Valley to explore opportunities to preserve and enhance the ecological function, habitat quality and recreational value of the Soos Creek, Little Soos Creek and Jenkins Creek corridors.			■	<input type="checkbox"/>			Very similar to PRP 3.10. Consider re-wording to bring them together and make this statement into a program.		

Existing Goals & Policies		Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Parks, Recreation, and Open Space Element										
PRP 4.6	Coordinate with other public agencies and private landowners for the protection of valuable natural resources and sensitive lands through the purchase of development rights, easements or title and make these lands available for passive recreation, as appropriate.	■								
PRP 4.7	Recognize that designating private property for open space uses does not establish or promote any public access rights to such property.		□				Element text			
PRP 4.8	Revise and adopt the draft Covington Community Forestry Plan to articulate a long-term strategy for tree protection, urban forestry management and public education and outreach.					■				
PRP 4.9	Consider creating community-based volunteer and stewardship opportunities as a ways to inform and engage residents about urban forestry issues, such as tree planting, tree care and management and the benefits of urban trees.			□		■		If the City considers a worthy objective, then consider rewording to make this into a program.		
PRP 4.10	Analyze the City's existing tree canopy cover, establish canopy cover goals and promote urban forestry programs in order to maintain healthy atmospheric conditions.					■				
PRP 4.11	Establish and promote a recognition program for the City's Heritage Trees.					■				
PRP 4.12	Comply with the Evergreen Communities Act (RCW 35.105) and obtain and maintain Evergreen Community status.	■								
PRP 4.13	Maintain Tree City USA status.	■								
PRP 4.14	Promote the installation and management of street trees as an extension of urban habitat and providing green infrastructure benefits.	■								
PRP 4.15	Where feasible, encourage use of wetland buffers, stream buffers, and habitat corridors for passive recreational use, such as wildlife viewing and trails, provided that such uses would not have a negative impact upon the protected natural resources.	■								
PRP 4.16	In the Hawk Property Subarea, develop park and greenspace areas as both publicly accessible recreational and habitat amenities.	■	□					May not be necessary to call out Hawk Property specifically if already addressed in subarea plan and since these principles apply universally.		
	Trails & Pathways			■				Heading missing from our library document		
PRG 5.0	Develop a high-quality system of shared-use park trails and bicycle & pedestrian corridors that connect significant local landscapes, public facilities, neighborhoods and the downtown core.	■								
PRP 5.1	Create a network of interconnected, shared-use trails for walking, biking and cycling to promote connectivity between parks, neighborhoods and public amenities.	■								
PRP 5.2	Provide a trails service standard of 0.75 miles per 1,000 resident-equivalents.	□						This level of service standard may need to change. Consider placing all the level of service standards into a single policy so they are all in one location.		
PRP 5.3	Integrate the siting of proposed trail segments into the development review process. Require development projects along designated trail routes to be designed to incorporate the trail as part of the project.			■		□		Has this policy/ program been implemented? Consider rewording to direct the placement of such a standard into the development review process.		
PRP 5.4	Work with local agencies, utilities and private landholders to secure trail easements and access to greenspace for trail connections.	■								
PRP 5.5	Require development projects along designated trail routes to be designed to incorporate the trail as part of the project. Sensitive area buffers within proposed subdivisions and short-subdivisions shall be widened to accommodate additional open space and a public easement for future trails.	■								
PRP 5.6	Designate publicly-owned trails and City-dedicated easements on private lands as community trails and manage the use, maintenance and operation of each trail accordingly.					■				
PRP 5.7	Coordinate with Burlington Northern Santa Fe Railroad for a potential rail-with-trail opportunity.	■				□				
PRP 5.8	Coordinate with King County, Kent, Black Diamond and Maple Valley for the joint planning, development and maintenance of a regional pedestrian-bicycle trail system, to include linkages to the Soos Creek Trail, Lake Wilderness Trail, Cedar River Trail and the proposed SR-18 Trail.					■		This interagency coordination seems to repeat for multiple topics. Opportunities to consolidate?		
PRP 5.9	Address pedestrian safety and access across Kent-Kangley Road, SR-18 and the railroad tracks.	■	□				Transportation Element	Consider moving this policy to the transportation element with a specific project. If a study is needed to find specific suggestions, then convert this language to a program directing such.		
PRP 5.10	Provide trail head accommodations, as appropriate, to include parking, wayfinding signage, restrooms and other amenities.	■								

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Parks, Recreation, and Open Space Element									
PRP 5.11	<i>In the Hawk Property Subarea create a trail network that connects to the surrounding neighborhoods and regional trail system. At the time of commercial or residential development, trail connections and on-site segments of regional trails should be provided connecting development to surrounding neighborhoods.</i>			<input type="checkbox"/>	■		Consider rewording PRP 5.11, 5.12, and 5.13 to be more generalized across the entire city directing city policy to require connections to trail networks or creating a trail network. 5.11 and 5.12 are similar to PRP 5.5. Verify subarea plan for inclusion.		
PRP 5.12	<i>Development of all or part of the regional trail system within or adjacent to the Hawk Property Subarea shall be phased as commercial and/or residential development occurs and shall be connected to other trails to provide continuous pedestrian routes.</i>			<input type="checkbox"/>	■		See above		
PRP 5.13	<i>In the Hawk Property Subarea create a walkable and safe community with an integrated system of sidewalks and trails. Non-motorized connections should be provided to increase pedestrian safety and reduce overall vehicle trips.</i>			<input type="checkbox"/>	■		See above		
6.6.4	Concurrency								
PRG 6.0	Ensure that new park and recreational services are provided concurrent with new development.	■							
PRP 6.1	<i>New development shall provide funds or parkland for concurrent park development and maintenance.</i>	■							
PRP 6.2	<i>Require on-site (or nearby off-site) development of recreation facilities or appropriate and usable parkland in conjunction with the approval of any development project involving more than 20 new dwelling units. The development of recreational amenities shall conform to the City's minimum guidelines and the general needs outlined in this Plan. Fees in lieu of development may be accepted by the City if such mitigation is not practicable.</i>			<input type="checkbox"/>			Consider removing : "or appropriate and usable parkland" or define appropriate and usable.		
PRP 6.3	<i>Mixed-use development involving more than 20 new dwelling units in the downtown area shall be exempted from the requirement to develop on-site park, recreation or open space facilities. Instead, upon approval by the City, in lieu of fees may be accepted for such mixed-use developments, to be spent on designated park, recreation or open space resources within the City that serve the development.</i>			<input type="checkbox"/>			Reword and combine PRP 6.3 and PRP 6.4, clearly stating that development in the downtown shall provide fees in lieu of development.		
PRP 6.4	<i>New commercial development shall be responsible for financing and providing downtown amenities such as parks, open spaces and public art.</i>			<input type="checkbox"/>			See above		
6.6.5	Management & Operations								
PRG 7.0	Provide a parks, trails and open space system that is efficient to administer and operate, while providing a high level of user comfort, safety, aesthetic quality and protection of capital investment.	■							
PRP 7.1	<i>Provide sufficient financial and staff resources to maintain the overall parks system to high standards.</i>	■							
PRP 7.2	<i>Maintain all parks and facilities in a manner that keeps them in safe and attractive condition; repair or remove damaged components immediately upon identification.</i>	■							
PRP 7.3	<i>When developing new facilities or redeveloping existing facilities, review and consider the projected maintenance and operations costs prior to initiating design development. Emphasize the maintenance, enhancement and renovation of existing parks prior to the development of new facilities.</i>	<input type="checkbox"/>		■			The last sentence of this policy should be removed, unless the maintenance, enhancement, and renovation provide the necessary components to increase adopted levels of service. This policy has the potential to make it prohibitive to achieve LOS.		
PRP 7.4	<i>Formulate illustrative master plans for the development or redevelopment of each city park, as appropriate, to take maximum advantage of grant or other funding opportunities.</i>				■				
PRP 7.5	<i>Design and maintain parks, trails and facilities to offer universal accessibility for residents of all physical capabilities, skill levels and age. All facilities shall conform to the American with Disabilities Act (ADA) guidelines and requirements.</i>	■							
PRP 7.6	<i>Incorporate sustainable development and low impact design practices into the design, planning and rehabilitation of new and existing facilities. Prepare sustainability best management practices for grounds maintenance and operations. Consider the use of non-invasive, native vegetation for landscaping in parks and natural areas to minimize maintenance requirements and promote wildlife habitat and foraging.</i>	■			<input type="checkbox"/>		The middle portion of this policy really seems like a program.		
PRP 7.7	<i>Standardize the use of graphics and signage to establish a consistent identity at all parks, trailheads and other facilities.</i>				■				
PRP 7.8	<i>Standardize park furniture (trash cans, tables, benches, fencing, water fountains) to reduce inventory costs and improve appearance of, and maintenance consistency within, parks.</i>				■				

	Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Parks, Recreation, and Open Space Element										
PRP 7.9	<i>Coordinate park planning, acquisition and development with other City projects and programs that implement the comprehensive plan. Seek partnerships with other public agencies and the private sector to meet the demand for cultural and recreational facilities in the City.</i>	■								
PRP 7.10	<i>Encourage volunteer park improvement and maintenance projects from a variety of individuals, service clubs, scouting organizations, churches and businesses.</i>	■								
PRP 7.11	<i>Periodically evaluate user satisfaction and numerical use of parks, facilities and programs; share this information with staff, Parks and Recreation Commission and City Council as part of the decision making process to revise offerings or renovate facilities.</i>					■				
PRP 7.12	<i>Pursue alternative funding options for the acquisition and development of parks and facilities, such as through private donation, sponsorships, partnerships, county, state and federal grant sources, among others. Place priority on maximizing grants and other external sources of funding, or inter-agency cooperative arrangements, to develop the City's park resources.</i>	■								
PRP 7.13	<i>Promote professional development opportunities that strengthen the core skills and engender greater commitment from staff, Commission members and key volunteers, to include trainings, materials and/or affiliation with the National Recreation & Park Association (NRPA) and the Washington Recreation & Park Association (WRPA).</i>	■				□				

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Environmental Element									
7.5.1 Incentives, Planning and Regulations									
EVG 1.0 Foster recognition of the significant role played by natural features and systems in determining the overall environmental quality and livability of the community.	■					Land use element?			
<i>EVP 1.1 Protect and enhance environmentally sensitive areas via the adoption of City regulations and programs that encourage well-designed land-use patterns such as clustering and planned unit development. Use such land-use patterns to concentrate higher urban land-use densities and intensity of uses in specified areas in order to preserve natural features such as large wetlands, streams, steep slopes, and wooded areas.</i>			■				Can remove the implementation examples if they've already been adopted and put in place.	<i>Protect and enhance environmentally sensitive areas via the adoption of City regulations and programs that encourage well-designed land-use patterns to concentrate higher urban land-use densities and intensity of uses in specified areas to preserve natural features.</i>	
<i>EVP 1.2 Ensure that the City's environmental policies and regulations comply with state and Federal environmental protection regulations regarding air and water quality, hazardous materials, noise and wildlife and fisheries resources and habitat protection. In particular, the City shall include best available science in developing policies and development regulations to protect the functions and values of critical areas consistent with RCW 36.70A.172.</i>			■				The reference to BAS and the RCW can probably be removed.	<i>Ensure that the City's environmental policies and regulations comply with state and Federal environmental protection regulations regarding air and water quality, hazardous materials, noise and wildlife and fisheries resources and habitat protection.</i>	
<i>EVP 1.3 Demonstrate support for environmental quality in land-use plans, capital improvement programs, code enforcement, implementation programs, development regulations, and site plan review to ensure that local land-use management is consistent with the City's overall natural resource goals.</i>			■				This isn't really clear, and it's probably too long.	<i>Ensure land-use plans, capital improvement programs, code enforcement, implementation programs, development regulations, and site plan review are consistent with the City's overall natural resource goals.</i>	
<i>EVP 1.4 Support waste reduction and recycling programs in City facilities and in the city at large.</i>	■								
<i>EVP 1.5 Ensure that decisions regarding fundamental site design are made prior to the initiation of land surface modifications.</i>			■						
<i>EVP 1.6 Start site restoration if land surface modification violates adopted policy or if development does not ensure within a reasonable period of time.</i>			■				This wording is off. The intent is to prevent site idling and to promote City remediation of illegally graded sites. Does the City have the power to do it?		
<i>EVP 1.7 Provide incentives for environmental protection and compliance with environmental regulations. Foster greater cooperation and education among City staff, developers, and other citizens. Determine the effectiveness of incentives by establishing monitoring programs.</i>		□			■		Existing environmental ordinances may already accomplish this. If not, this can be included as an implementation program.		
<i>EVP 1.8 Protect and enhance environmental quality via maintenance of accurate and up-to-date environmental data, and by City support of environmental management programs, park master programs, and environmental education and incentive programs.</i>		□			■		This can be made into a program regarding data maintenance and can apply to topics beyond this one.	<i>Maintain accurate and up-to-date environmental data to support environmental management programs, park master programs, and environmental education and incentive programs.</i>	
<i>EVP 1.9 Provide to property owners and prospective property owners general information concerning natural resources, hazard areas, and associated regulations. Ensure developers provide site-specific environmental information to identify possible on- and off-site constraints and special development procedures.</i>			■				This should be reworded to more cleanly link the two halves of this policy.		
<i>EVP 1.10 To the extent possible or feasible, require that developers and property owners provide to the City accurate and valid environmental information.</i>		□			■		This should already be in the City's environmental guidelines, application requirements and zoning ordinance.		
<i>EVP 1.11 Use incentives to protect or enhance the natural environment whenever practicable. Incentives may include buffer averaging, density bonuses, lower tax assessment for land preserved in open space (King County Public Benefit Rating System), and appropriate non-regulatory measures.</i>	■								
<i>EVP 1.12 Use acquisition, enhancement, incentive programs, and appropriate regulations to preserve critical areas as permanent open space where development may pose hazards to health, property, important ecological functions, or environmental quality.</i>	■								
<i>EVP 1.13 Establish regulations to prevent unmitigated significant adverse impacts on natural features shall be based on the importance of their functions and values as well as their sensitivity to human activity.</i>		□			■		This can translate to a program pretty cleanly, and it may already have been accomplished.		
<i>EVP 1.14 Assign zoning designations which will protect natural resources and environmentally sensitive areas to any additional/and annexed to the City.</i>		□			■				
<i>EVP 1.5 Maintain current versions of critical areas maps and potentially constrained lands maps.</i>		□			■				
<i>EVP 1.6 Develop appropriate regulations to protect those productive agricultural uses which the City Council has designated as having long-term commercial significance for agricultural production.</i>		□			■				
<i>EVP 1.7 Conduct a detailed review of the King County Chapter of Environmentally Sensitive Areas and the County Shoreline Plan, both currently adopted by the City, to assure they meet current standards. In addition, the City will develop a wellhead protection ordinance.</i>		□			■				

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Environmental Element									
7.5.2 Water Quality									
EVG 2.0 Insure that land-use development policies protect the City's water quality.	■								
<i>EVP 2.1 Reduce the environmentally detrimental effects of present and future runoff in order to maintain or improve stream habitat wetlands, particularly water quality, and protected water-related uses.</i>	■								
<i>EVP 2.2 Integrate the management of surface water with other agencies who provide the City's drinking water and wastewater treatment in order to provide a comprehensive, efficient water resource system. This shall include playing a role in the Countywide effort to protect and enhance surface waters on a watershed basis by working with the State Department of Fish and Wildlife, City of Kent, Covington Water District and King County Water District #111 to analyze water quality and quantity problems and their impacts on fish and wildlife habitat, as well as to control stormwater runoff problems in local watersheds.</i>	■								
<i>EVP 2.3 Work cooperatively with King County Surface Water Management Division, the Washington Department of Ecology, and other affected jurisdictions and tribes to implement water quality management strategies and to comply with Municipal National Pollutant Discharge Elimination System regulations to address non-point pollution.</i>	■								
<i>EVP 2.4 Use incentives, regulations, and programs to manage water resources (groundwater, streams, lakes, and wetlands) and to protect and enhance their multiple beneficial uses, including flood and erosion hazard reduction, aesthetics, recreation, water supply, gardening, and fish and wildlife habitat.</i>	■								
<i>EVP 2.5 Regulate development in a manner that maintains the ecological and hydrologic function of water resources based on pre-development quality and quantity measurements. This includes avoiding negative adverse impacts on water quality or water quantity. Surface water management facilities that use natural streams and lakes for storage should ensure that those natural features are not adversely impacted by their inclusion in the surface water system.</i>	■								
<i>EVP 2.6 Actively promote conservation measures (e.g. low-flow shower heads, lawn watering schedules) of water resources in cooperation with schools, business owners, residents, adjacent jurisdictions and water purveyors whose water source and service area are linked to the regional aquifer.</i>	■								
<i>EVP 2.7 Utilize erosion control measures and appropriate mitigation measures for grading and any work in or adjacent to wetlands, streams or lakes and their associated buffers.</i>	□			■			This may be redundant with other, similar policies re: grading restrictions.		
<i>EVP 2.8 Protect aquifers by ensuring that development is adequately mitigated with regard to pollutant infiltration.</i>	■								
<i>EVP 2.9 In the Hawk Property Subarea, actively promote the use of Low Impact Development (LID) techniques to reduce stormwater runoff quantity and pollutant loading, particularly in areas adjacent to Jenkins Creek.</i>	□		■				Should this apply only to the Hawk subarea, or is it applicable to other areas, too?		
<i>EVP 2.10 In the Hawk Property Subarea, transform the existing detention facilities into a unique publicly accessible community amenity, which may continue to serve as a stormwater management facility.</i>	□	□	■				Should this apply only to the Hawk subarea, or is it applicable to other areas, too? Seems like it could be incorporated into the capital facilities element re: storm water.		
7.5.3 Groundwater									
<i>EVG 3.0 Protect the quality and quantity of groundwater used for public water supplies in cooperative efforts with the City of Kent, Soos Creek Water and Sewer District, Covington Water District and King County Water District #111.</i>	■	□					"Water Quality," "Ground Water," and "Storm Water" have policies that overlap. Are there ways to consolidate? Quality v. Quantity?		
<i>EVP 3.1 Develop a City of Covington Hazard Area Development Limitations Map based on existing information contained in the Wellhead Protection Plans of the City of Kent, Covington Water District and King County Water District #111, and as new information about recharge areas and wellhead protection areas becomes available.</i>					■		Is this done?		
<i>EVP 3.2 Ensure that uses, densities, and development patterns support the goals and policies of the Green-Duwamish Watershed Nonpoint Action Plan.</i>		□			■		This can be turned into a program rather than a policy, with a vetting of the zoning districts and other regulations in comparison to the Green-Duwamish Action Plan.	<i>Review the City's land use, densities, and development patterns to ensure they support the goals and policies of the Green-Duwamish Watershed Nonpoint Action Plan.</i>	

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Environmental Element									
EVP 3.3 <i>Account for the potential impacts of land-use actions on aquifers that serve as potable water supplies in order to avoid the depletion or degradation of aquifers needed for potable water supply. The potential for aquifer contamination shall be identified, and a detailed mitigation plan shall be developed and implemented to compensate for the potential lost supply. Water contamination potential will be determined through coordination with the King County Water and Land Resources Division's clean water program.</i>			■		■		This policy has an implementation action embedded in it. Should remove and list as a program: <i>The potential for aquifer contamination shall be identified, and a detailed mitigation plan shall be developed and implemented to compensate for the potential lost supply.</i>		
EVP 3.4 <i>Protect groundwater recharge quality by working with groundwater users and purveyors (including the County and neighboring jurisdictions) to implement appropriate wellhead protection ordinances and programs.</i>		□			■		Can be made into a program, and it may already be accomplished, at that.	<i>Work with groundwater users and purveyors (including the County and neighboring jurisdictions) to implement appropriate wellhead protection ordinances and programs.</i>	
EVP 3.5 <i>Protect groundwater recharge quantity by promoting methods that infiltrate runoff where site conditions permit, except where potential groundwater contamination cannot be prevented by pollution source controls and stormwater pretreatment.</i>	■		□						
EVP 3.6 <i>Protect regional groundwater quality by requiring the use of Best Management Practices (BMPs) for future residential, commercial and industrial development within designated wellhead protection areas.</i>	■		□				Might be ways to consolidate EVP 3.5, EVP 3.6 & EVP 3.7.		
EVP 3.7 <i>Protect regional groundwater quality by requiring stormwater treatment facilities to meet or exceed Department of Ecology and King County Surface Water Design Manual standards.</i>	■		□						
EVP 3.8 <i>Recognizing existing stormwater regulations do not require aquifer recharge, Covington will protect regional groundwater quantity by developing stormwater management and groundwater protection policy in cooperation with the City of Kent, City of Maple Valley, Covington Water District and King County Water District #111. This policy will require all future development within the designated wellhead protection area to maintain aquifer levels through stormwater infiltration and other BMPs that ensure recharge to the aquifer.</i>		□			■		Program! May already be in hand.		
7.5.4 Streams and Lakes									
EVG 4.0 Develop and implement a comprehensive water quality plan that will protect and restore stream habitats, and other surface and groundwater resources. The intent is to protect and enhance water resources for multiple benefits, including recreation, fish and wildlife resources and habitat, flood protection, water supply, and open space.	■		□				We may either to either remove the intent statement from this goal or incorporate it more seamlessly into the goal statement.		
EVP 4.1 <i>Maintain major and minor streams in their natural state. Rehabilitate degraded channels and banks via public programs and in conjunction with proposed new development.</i>			■				The policy need not have two sentences.	<i>Maintain major and minor streams in their natural state and rehabilitate degraded channels and banks via public programs and in conjunction with proposed new development.</i>	
EVP 4.2 <i>Evaluate the adequacy of the existing building setback and stream buffer requirements in relation to goals for water resource and fisheries and wildlife resource protection. When necessary, modify the requirements to achieve goals.</i>					■		Is this done already?		
EVP 4.3 <i>Protect and restore stream channels for their hydraulic and ecological functions, as well as their aesthetic value as discussed in the Stormwater Management Plan. Diversion of stream channels through culverts should be discouraged. Stream channels shall not be diverted through culverts when there are reasonable alternatives and subject to approval of appropriate jurisdictions. Where culverts are used, the installation and type of culvert should allow passage by, and not be injurious to, migratory fish.</i>	■		□				The policy includes a lot of guidance, with multiple sentences. Rewording or breaking out into separate policies might be helpful. Some of these things may also translate well as implementation items, like amending local rules to prohibit culvert diversions except in certain circumstances. How has this policy been implemented?		
EVP 4.4 <i>In partnership with King County and other jurisdictions, promote restoration of stream channels and associated riparian areas to enhance water quality and fish and wildlife habitat and to mitigate flooding and erosion. The City shall encourage such restoration as a condition of development adjacent to streams.</i>	■				■		Some of this may have already been translated into City operational standards, standard drawings, zoning and other rules. The policy should be updated to reflect current conditions.		
EVP 4.5 <i>Comply with the standards set forth in the 1998 King County Surface Water Design Manual. These standards should be implemented in a way most suited to the local environment to protect the biological health and diversity of the Cedar River and Soos Creek Basins.</i>	■						This policy should be updated to reflect current conditions and regional guidance.		
EVP 4.6 <i>Protect and enhance lakes by proper management of watersheds and shorelines, by improvements in water quality, by removal of invasive plant species, and by restoration of fish and wildlife habitat.</i>			□	■			This policy seems redundant.		
7.5.5 Endangered Species Act Compliance									
EVG 5.0 Comply with the requirements of the Endangered Species Act through adoption of land-use policies and infrastructure maintenance protocols designed to promote recovery of Chinook salmon.			■			Beneath Goal EVP 1.0	This is a goal with only implementation actions beneath it. Perhaps it's more suitable as a policy statement within the larger umbrella provided by EVG 1.0?		

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
<i>EVP 5.1 Protect the City from citizen lawsuits for non-compliance with the ESA through adoption of rules and practices consistent with ESA Section 4(d) Rules promulgated by the National Marine Fisheries Service.</i>					■				
<i>EVP 5.2 Develop Inter-Local Agreements with neighboring cities and King County to promote salmon recovery on a watershed scale and county-wide basis.</i>					■				
<i>EVP 5.3 Maintain or improve water quality and Chinook salmon habitat in Covington streams through acquisition and restoration of riparian and in-stream areas within its jurisdiction.</i>					■			<i>Acquire and restore riparian and in-stream areas within Covington to maintain or improve water quality and Chinook salmon habitat.</i>	
7.5.6 Wetlands									
EVG 6.0 Protect wetlands with a standard of no net loss of wetland functions or values within each drainage basin. Wetland functions are natural processes performed by wetlands. Wetlands promote food chain production, provide fish and wildlife habitat, maintain and improve water quality, retain water for recharge and discharge into groundwater aquifers, moderate surface water and storm water flows. Other functions include, but are not limited to those discussed in U.S. Army Corps of Engineers regulations (33 CFR 320.4(b)(2), 1988). Wetland values are estimates, usually subjective, of the benefits of wetlands to society, and include aesthetics, education, scientific research, and recreation.			■				A ton of this text should be relocated to the narrative in the element.	Protect wetlands with a standard of no net loss of wetland functions or values within each drainage basin.	
<i>EVP 6.1 Maintain the quantity and quality of wetlands via current land-use regulation and review; and increase the quality and quantity of the City's wetlands resource base via incentives and advance planning.</i>	■								
<i>EVP 6.2 Protect wetlands not as isolated units, but as ecosystems, and essential elements of watersheds. Base protection measures wetland functions and values, and the effects of on-site and off-site activities.</i>	■		□				Should delete the sentence beginning with "Base protection...."	<i>Protect wetlands not as isolated units, but as ecosystems, and essential elements of watersheds.</i>	
<i>EVP 6.3 Coordinate wetland protection and enhancement plans and actions with adjacent jurisdictions and the Muckleshoot Indian Tribe when jurisdictional boundaries are involved.</i>	■								
<i>EVP 6.4 Work with King County, the State, and other jurisdictions, tribes and citizen groups to utilize the most current and appropriate Countywide wetlands policies and classification system. Standards for delineating wetlands shall use scientifically accepted technical criteria and field indicators which meet, at minimum, the 1987 Federal Manual for Identifying and Delineating Jurisdictional Wetlands.</i>			■				Should delete everything after the first sentence.	<i>Work with King County, the State, and other jurisdictions, tribes and citizen groups to utilize the most current and appropriate Countywide wetlands policies and classification system.</i>	
<i>EVP 6.5 Utilize acquisition, enhancement, and incentive programs independently or in combination to designate wetlands as permanent open space, and to protect and to enhance wetland functions.</i>			■	□			We dont "acquire" to "designate." "Designate" should be replaced by "dedicate" or "commit." Might also be redundant with earlier language re: preservation of habitat & water quality.		
<i>EVP 6.6 Locate development adjacent to wetlands such that wetland functions are protected, an adequate buffer around the wetlands is provided, and significant adverse impacts to wetlands are prevented.</i>			■	□			This is partially redundant with EVP 6.1 & 6.2.		
<i>EVP 6.7 Allow alterations to wetlands where necessary to:</i> <i>a) Accomplish a public agency or utility development, utilizing the necessary mitigation measures as detailed in the agency's or utility's Best Management Practices Plan;</i> <i>b) Provide necessary utility and road crossings, utilizing the necessary mitigation measures as detailed in the agency's or utility 's Best Management Practices Plan; or</i> <i>c) Avoid denial of reasonable use of the property, provided that all wetland functions are evaluated, the least harmful reasonable alternatives are pursued, and affected significant functions are appropriately mitigated.</i>	■				□		Some of this may already be accomplished. Give credit to that and try to make implementation programs from this policy's direction.		
<i>EVP 6.8 Allow public access to wetlands for scientific, educational, and recreational use, provided the public access trails are carefully sited, sensitive habitats and species are protected, and hydrologic continuity is maintained.</i>	■								
<i>EVP 6.9 Protect areas of native vegetation that connect wetland systems, preferably through incentives and appropriate non-regulatory mechanisms.</i>	■								
<i>EVP 6.10 Utilize mitigation proposals for wetland functions lost due to development to replace or enhance the lost functions. The goal for these mitigation projects shall be no net loss of wetland functions per drainage basin. Mitigation sites shall be located strategically to alleviate habitat fragmentation.</i>			■				"No net loss" is key, and it should be incorporated into the lead of the policy.	<i>Employ mitigation proposals to ensure no net loss of wetland functions due to development, finding ways to replace or enhance any lost functions within drainage basin, locating mitigation sites strategically to avoid habitat fragmentation.</i>	

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Environmental Element									
<i>EVP 6.11 Utilize mitigation projects to contribute to an existing wetland system or restore an area that was historically a wetland. Where restoration or enhancement of an existing degraded wetland system is proposed, it must result in a net improvement to the functions of the wetland system.</i>	■		□				Replace "utilize" with "use" or some other appropriate verb.		
<i>EVP 6.12 Develop special regulations for wetlands created as a result of a surface or stormwater detention facility which are considered wetlands for regulatory purposes.</i>					■				
<i>EVP 6.13 Utilize flexible wetland mitigation requirements to allow for protection of systems or corridors of connected wetlands. A tradeoff of small, isolated wetlands in exchange for a larger connected wetland system can achieve greater resource protection and reduce isolation and fragmentation of wetland habitat.</i>	■		□				Replace "utilize" with "use" or some other appropriate verb.		
<i>EVP 6.14 Require developers of projects for which wetland mitigation is required to provide monitoring and maintenance until the success of the site is established. Land used for wetland mitigation shall be preserved in perpetuity. If conditions change such that wetlands can no longer be maintained on the land, it shall be preserved as open space.</i>	■				□		There may be implementation components to this that have already been instituted. Retaining policy support is important, though, even if implementation measures have been enacted.		
7.5.7 Floodplains									
EVG 7.0 Preserve the existing hydraulic (flood storage and conveyance) and ecological functions of floodplains, associated with streams, lakes and wetlands to minimize future flood hazards. Where possible, these floodplain areas shall be enhanced or restored.	■								
<i>EVP 7.1 Any floodplain land use and floodplain management activities shall be carried out in accordance with the King County Flood Hazard Reduction Plan or its successor.</i>	■								
7.5.8 Stormwater Management									
EVG 8.0 Manage stormwater runoff through a variety of methods, including seasonal clearing restrictions, retention/detention, discharge and infiltration standards, and BMPs, as set forth in The 1998 King County Surface Water Design Manual. Infiltration of stormwater shall be encouraged where feasible, given geological, engineering, and water quality constraints. Surface water management methods which are land consumptive will need to be balanced with the need to protect the supply of developable land.			■				Review for current regional stormwater guidance. Not clear what the goal is here. this is more like a policy. The goal would be to attain high runoff water quality, to reduce downstream impact and to recharge the aquifer as far upstream as possible?		
<i>EVP 8.1 Initiate a periodic storm drainage /environmental inspection program to ensure constant maintenance and upkeep of storm systems and ongoing compliance with general environmental processes.</i>				□	■				
<i>EVP 8.2 Manage stormwater runoff caused by development to prevent unmitigated significant adverse impacts to water resources and downstream properties caused by flow rates, flow volumes, or pollutants. Non-structural methods of stormwater runoff control should be encouraged wherever possible. City stormwater management regulations shall include provisions to:</i> <i>a) Preserve water quality, and protect or enhance the hydraulic and habitat functions of the natural drainage system</i> <i>b) Control peak runoff rate and quantity of discharges from new development to approximate predevelopment levels; and</i> <i>c) Maintain stable stream channels and adequate low flows, and reduce future storm flows, erosion, and sedimentation. Stormwater runoff from development which is situated on or adjacent to steep hillsides or adjacent to ravines shall be routed so that it does not cause gully erosion, lead to mass wasting, or create erosion at the bottom of the slope</i>	■								
<i>EVP 8.3 Develop and adopt a Stormwater Management Plan that details specific strategies for managing stormwater throughout the City, particularly in those areas where the level of service requirements of the 1998 King County Surface Water Design Manual may not provide sufficient protection for public safety, the environment, or private property.</i>					■		Reference current regional storm water guidance.		
7.5.9 Vegetation									
EVG 9.0 Minimize the loss of vegetation as new development occurs. Continue to recognize the value of trees and other vegetation in increasing the livability of the City of Covington.	■						Combine into one sentence.	Minimize the loss of vegetation as new development occurs, recognizing the value of trees and other vegetation in increasing the livability of the City of Covington.	
<i>EVP 9.1 Promote and support a systematic approach to enhancing the City through carefully-planned plantings and ongoing maintenance of street trees, public landscaping, and public greenbelts.</i>	■								

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Environmental Element									
EVP 9.2 <i>Require protection of valuable vegetation, when possible, during all phases of land-use development. In cases where development necessitates the removal of vegetation, require an appropriate amount of landscaping to replace trees, shrubs, and ground cover which were removed during development.</i>	■								
EVP 9.3 <i>Establish protected and recorded greenbelts to preserve existing natural vegetation on steep hillsides, along stream banks and other habitat areas, and where visual buffers between uses or activities are desirable.</i>	■								
EVP 9.4 <i>Utilize regulations, incentives and non-regulatory means to preserve, replace, or enhance native vegetation that contributes to the City's scenic beauty.</i>	■						Replace "utilize."		
EVP 9.5 <i>Encourage the incorporation of native plant communities into development proposals where possible.</i>	■								
EVP 9.6 <i>Actively encourage the use of environmentally safe methods of vegetation control. Herbicide use shall be minimized.</i>	■								
EVP 9.7 <i>Encourage the use of native plants in landscaping requirements and erosion control projects, and in the restoration of stream banks, lakes, shorelines, and wetlands.</i>	■								
EVP 9.8 <i>Encourage the preservation of a green space buffer which may include public trails along the southern border of the Hawk Property Subarea adjacent to the existing residential development.</i>			■				Why Hawk specifically? There may be opportunities to broaden.		
EVP 9.9 <i>Within the Hawk Property Subarea, minimize tree removal in critical areas and their buffers for the purposes of trails, utility corridors, and similar infrastructure. Apply mitigation sequencing and critical area regulation standards.</i>			■				Why Hawk specifically? There may be opportunities to broaden.		
7.5.10 Fish & Wildlife Habitat									
EVP 10.0 <i>Adhere to the intent of the ESA Section 4(d) rules as they evolve in order to preserve and recover "threatened" Chinook salmon, which are present in the Soos Creek Watershed. These conservation efforts may eventually be extended to protect coho salmon, which are "candidate species" for listing protection under the ESA. If coho are listed, conservation efforts would be extended to the Jenkins Creek Watershed as well.</i>			■				Don't need to reference ESA in this. Just state the goal to preserve and recover Chinook salmon.	Preserve and recover "threatened" Chinook salmon, which are present in the Soos Creek Watershed.	
EVP 10.1 <i>Adopt a clearing and grading code to protect upland habitat as well as site designations and special restrictions relevant to Covington's construction standards and detention criteria.</i>					■				
EVP 10.2 <i>Maintain habitats that support the greatest diversity of fish and wildlife species consistent with the City's land-use objectives. Fish and wildlife habitat shall be maintained through conservation and enhancement of terrestrial, air, and aquatic habitats, preferably in open spaces and sensitive areas.</i>	□		■				This is a clunky policy, with too much info.		
EVP 10.3 <i>Protect and preserve habitats for species which have been identified as endangered, threatened, or sensitive by the State or federal government. Where these habitats occur within a proposed development the proponent should be required to assess the impacts of the proposal on the habitat and provide measures necessary to minimize or avoid any adverse impacts on these areas. Stream and wetland buffer requirements may be widened to protect such habitats, as appropriate. Whenever possible, density transfers and/or buffer averaging shall be allowed.</i>	□		■				This is a clunky policy, with too much info.		
EVP 10.4 <i>Designate and protect the critical areas as mapped and adopted in the City's Comprehensive Plan, as well as coordinate with King County and adjacent cities for the long term preservation of surrounding natural areas. Public access to critical areas for scientific, educational, and recreational use is desirable provided the public access trails are carefully sited, sensitive habitats and species are protected, and hydrologic continuity is maintained.</i>	□	□	■		■		This is a clunky policy, with too much info. It may also have been implemented as a program and could be a candidate for deletion.		
EVP 10.5 <i>Develop and follow a Shoreline Master Program to protect salmonid habitats. This plan will ensure that land-use and facility plans (transportation, water, sewer, electricity, gas) include, to the maximum extent practicable, riparian and stream habitat conservation measures developed by the City and/or service providers, the County, tribes, or state and federal agencies.</i>					■		Done!		
EVP 10.6 <i>Coordinate with adjacent jurisdictions, the state and federal governments, and tribes to identify and protect habitat networks that cross jurisdictional lines.</i>	■								
EVP 10.7 <i>Promote voluntary wildlife habitat enhancement projects by private individuals and businesses through educational and incentive programs</i>	■								
7.5.11 Geologic Hazard Areas									

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Environmental Element									
EVG 11.0 Regulate development in environmentally critical areas such as steep slopes and landslide-prone areas to prevent harm, to protect public health and safety, and to preserve the remaining sensitive areas in the City.			■				The goal is to ensure public safety in areas of geological hazard.		
<i>EVP 11.1 Adopt zoning and building regulations to ensure that land uses on steep slopes are designed to prevent property damage and environmental degradation, and to enhance open space and wildlife habitat.</i>					■		Done!		
<i>EVP 11.2 Decrease development intensity, site coverage, and vegetation removal as slope increases in order to minimize drainage problems, soil erosion, siltation, and landslides. Slopes of 40 percent or more should be retained in a natural state, free of structures and other land surface modifications.</i>	■				□		OK as a policy directive, but the attending implementation programs may have been completed as part of the City's CAO. Need to make sure these are current.		
<i>EVP 11.3 Incorporate erosion control BMPs and other development controls as necessary to reduce sediment discharge from grading and construction activities to minima/levels. Development controls shall include seasonal restrictions on clearing and grading.</i>	■				□		OK as a policy directive, but the attending implementation programs may have been completed as part of the City's CAO. Need to make sure these are current.		
<i>EVP 11.4 Minimize soil disturbance and maximize retention and replacement of native vegetative cover for any land uses permitted in Erosion and Landslide Hazard Areas.</i>	■				□		OK as a policy directive, but the attending implementation programs may have been completed as part of the City's CAO. Need to make sure these are current.		
<i>EVP 11.5 Restrict development on Landslide Hazard Areas and areas with slopes of 40 percent or greater unless the risks and adverse impacts associated with such development can be reduced to a negligible level.</i>	■				□		OK as a policy directive, but the attending implementation programs may have been completed as part of the City's CAO. Need to make sure these are current.		
<i>EVP 11.6 Encourage special building design and construction measures in areas with severe seismic hazards to minimize the risk of structural damage, fire, and injury to occupants during a seismic event and to prevent post-seismic collapse.</i>	■				□		OK as a policy directive, but the attending implementation programs may have been completed as part of the City's CAO. Need to make sure these are current.		
7.5.11 Air Quality									
EVG 12.0 Insure that the City's land-use development policies protect the City's air quality.			■				The goal is to have excellent air quality.		
<i>EVP 12.1 Support regional efforts to improve outdoor and indoor air quality.</i>	■								
<i>EVP 12.2 Reduce air pollution associated with land uses by:</i> <i>a) Requiring measures to minimize particulate emissions associated with land clearing and construction activities;</i> <i>b) Limiting the amount of aerial spraying;</i> <i>c) Promoting the use of clean-burning fuels;</i> <i>d) Encouraging the proper use of wood stoves and fireplaces; and</i> <i>e) Promoting /and-use patterns and public facility sitings that reduce the quantity and length of single-occupancy vehicle trips.</i>	■				□		There may be implementing actions already on the books.		

Existing Goals & Policies		Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Surface Water Resource Element										
SWG 1.0	A Green River watershed approach should be taken to surface water management, with responsibility shared among affected jurisdictions. This approach should emphasize prevention of water quality degradation through education programs and implementation of BMPs to reduce pollution entering surface waters.			<input type="checkbox"/>	<input checked="" type="checkbox"/>		1st - Environment Element 7.5.8 Stormwater Mgmnet OR 2nd - Utilities	Suggest moving the entire Surface Water Resources Element to the Environmental Element and incorporate policies as necessary. Additionally, a number of the policies below are redundant with the Utilities Element (as noted). Same as UTG 4.0	A Green River watershed approach should be taken to surface water management; with responsibility shared among affected jurisdictions. This approach should emphasize prevention of to prevent water quality degradation through education programs and implementation of BMPs to reduce pollution entering surface waters.	
SWP 1.1	Work with private property owners and the other public agencies to undertake joint planning, financing and development of regional storm water detention and flood control projects to mitigate run-off impacts on streams, rivers and their ecosystems, and reduce damage to adjoining properties.				<input checked="" type="checkbox"/>		Same as above	Same as UTP 4.1		
SWP 1.2	Evaluate sub-basin study results to determine basin areas, location of regional facilities, flow control, treatment, release, potential cost centers, and flood control.					<input checked="" type="checkbox"/>	Same as above			
SWP 1.3	Upgrade sub-basin studies and work plans for existing developed areas.					<input checked="" type="checkbox"/>	Same as above			
SWP 1.4	Follow a regional strategy that preserves and supplements, as necessary, the natural drainage ways and other natural storm water systems to minimize run-off impacts from development.				<input checked="" type="checkbox"/>		Same as above	Same as UTP 4.2		
SWP 1.5	Allow storm water retention/detention facilities to be used as partial fulfillment of open space requirements when acceptable as recreational property. In determining the degree to which this is allowed, consideration will be given to the nature of the development. Where the development is more urban or non-residential, a greater percentage may be allowed for fulfillment, up to a maximum of 50 percent credit for required open space.			<input type="checkbox"/>	<input type="checkbox"/>		Same as above	Similar as UTP 4.3 Suggest rewording as indicated and transferring the specific standards to the development regulations; those regulation should consider the possibility of applying a similar standard to residential development.	Allow storm water retention/detention facilities to be used as partial fulfillment of open space requirements when acceptable as recreational property. In determining the degree to which this is allowed, consideration will be given to the nature of the development. Where the development is more urban or non-residential, a greater percentage may be allowed for fulfillment, up to a maximum of 50 percent credit for required open space.	
SWP 1.6	Design, install and maintain storm water facilities such that water quantity and water quality discharges meet the requirements of the City adopted design manual, the King County Surface Water Design Manual.				<input checked="" type="checkbox"/>		Same as above	Same as UTP 4.4		
SWP 1.7	Encourage infiltration and recharge in areas where appropriate in the design of storm water management facilities.				<input checked="" type="checkbox"/>		Same as above	Same as UTP 4.5		
SWP 1.8	Retain open channel drainage systems, natural or man-made, and encourage new open channel systems when feasible.				<input checked="" type="checkbox"/>		Same as above	Same as UTP 4.6		
SWP 1.9	Design and construct stormwater management systems to minimize adverse impacts to natural water courses and ground water aquifers.				<input checked="" type="checkbox"/>		Same as above	Same as UTP 4.7		
SWP 1.10	Establish and enforce Municipal Stormwater Utility standards to address methods to control run-off during construction to limit erosion, siltation, sedimentation, and stream channel scouring.				<input checked="" type="checkbox"/>		Same as above	Same as UTP 4.8		
SWP 1.11	Work with state and regional agencies to implement policies in the Covington Surface Water Comprehensive Element and any subsequent plans that may be developed for the basins in the Covington area.	<input checked="" type="checkbox"/>			<input type="checkbox"/>		Same as above	This policy is a mash-up of UTP 4.9 and UTP 4.10 but with updated language that works better. Suggest keeping the wording the same, moving the policy to and deleting the above referenced utility policies.		
SWP 1.12	Continue to use and officially adopt the King County Surface Water Design Manual, and any amendments as approved by the City Council, or other manual consistent with the State Department of Ecology's Stormwater Technical Manual.			<input type="checkbox"/>	<input checked="" type="checkbox"/>		Same as above	Same as UTP 4.12.	Continue to use and officially adopt the King County a Surface Water Design Manual, and any amendments as approved by the City Council, or other manual consistent with the State Department of Ecology's Stormwater Technical Manual.	
SWP 1.13	Implement a strategy that involves development of regional storm water management facilities that provide integration of storm water treatment, detention and/or infiltration with open space or recreational opportunities as the preferred method of storm water management.		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>		Same as above	This policy was suggested for deletion at the storefront studio but no indication to indicate why; suggest finding out why it was identified for removal. If no compelling reason suggest rewording.		
SWP 1.14	Develop and adopt a Storm Water Element for the City that meets the requirements of the NPDES Phase II program, addresses storm drainage issues, develops recommended solutions and identifies capital project improvements that are consistent with and further the overall Comprehensive Plan and Capital Improvement Program.		<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Same as above	This policy was suggested for deletion at the storefront studio but no indication why; perhaps because it was felt it was completed. Suggest moving to a program if not completed.		

Symbol legend: = Recommended action / condition; = Potential and/or contingent action / condition

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Natural Hazard Element									
NHG 1.0 Reduce city and public exposure to floods, landslides, earthquakes and volcanic eruptions, wildfires and severe storms to minimize reliance on federal and state programs for natural disaster mitigation; protect public and private property; save lives; and use community resources wisely.	■	□					The Natural Hazard Mitigation Plan essentially incorporates many of these policies and implementation programs. If it's adopted, we can migrate those not covered in that plan to the land use or environmental element - particularly those impacting critical areas.		
<p>NHP 1.1 <i>Integrate the goals and action items from the Covington Hazard Mitigation Plan and Emergency Action Plan into existing regulatory documents and programs, where appropriate.</i></p> <p>a) <i>Use mitigation planning to help the city Comprehensive Plan meet State GMA Goals, designed to protect life and property from natural disasters and hazards through planning strategies that restrict development in areas of known hazards;</i></p> <p>b) <i>Integrate the city's mitigation planning into current capital improvement plans to ensure that development does not encroach on known hazard areas; and</i></p> <p>c) <i>Partner with other organizations and agencies with similar goals to promote building codes that are more disaster resistant at the state level.</i></p>	■	□			■		Looks like this has mostly been done.		
<p>NHP 1.2 <i>Identify and pursue funding opportunities to develop and implement local and city natural hazard mitigation activities.</i></p> <p>a) <i>Explore incentives for local governments, citizens, and businesses to pursue hazard mitigation projects; and</i></p> <p>b) <i>Allocate city resources and assistance to mitigation projects when possible.</i></p>					■		Potentially complete with inclusion of some items in 2014 NHMP		
<p>NHP 1.3 <i>Conduct a full review of the Hazard Mitigation Action Plan every 5 years by evaluating hazard mitigation successes, failures, and areas that were not addressed and update the plan as necessary to reflect new information.</i></p>					■		Current NHMP 2014		
<p>NHP 1.4 <i>Develop inventories of at-risk buildings and infrastructure and prioritize mitigation projects.</i></p> <p><i>Identify critical facilities at risk from hazard events and develop strategies to mitigate risk to these facilities, or to utilize alternative facilities should a hazard event(s) cause damages to the facilities in question.</i></p>					■		Included in NHMP		
<p>NHP 1.5 <i>Strengthen emergency services preparedness and response by linking emergency services with natural hazard mitigation programs, and enhancing public education on a regional scale.</i></p> <p>a) <i>Encourage individual and family preparedness through public education projects such as safety fairs.</i></p> <p>b) <i>Coordinate the maintenance of emergency transportation routes through communication among the City and County Roads Departments, neighboring jurisdictions, and the Washington State Department of Transportation.</i></p> <p>c) <i>Identify opportunities for partnering with citizens, private contractors, and other jurisdictions to increase availability of equipment and manpower for efficiency of response efforts.</i></p> <p>d) <i>Work with Kent Fire District #37 and other neighborhood groups to establish Community Emergency Response Teams (C.E.R.T.).</i></p> <p>e) <i>Familiarize public officials of requirements regarding public assistance for disaster response.</i></p> <p>f) <i>Make the Covington's Hazard Mitigation Plan available to the public by publishing the plan electronically on the city and emergency management websites.</i></p> <p>g) <i>Conduct workshops for public and private sector organizations to raise awareness of mitigation activities and programs and develop outreach materials for mitigation, preparedness, response and recovery.</i></p> <p>h) <i>Distribute information about flood, fire, earthquake, and other forms of natural and technological hazards insurance to property owners in areas identified to be at risk through hazard mapping.</i></p>	■	□					<p>Some of the lettered items here are actually programs, but the overall policy seems to still apply. Those items to be identified as programs are:</p> <p>c) <i>Identify opportunities for partnering with citizens, private contractors, and other jurisdictions to increase availability of equipment and manpower for efficiency of response efforts.</i></p> <p>d) <i>Work with Kent Fire District #37 and other neighborhood groups to establish Community Emergency Response Teams (C.E.R.T.).</i></p> <p>e) <i>Familiarize public officials of requirements regarding public assistance for disaster response.</i></p> <p>f) <i>Make the Covington's Hazard Mitigation Plan available to the public by publishing the plan electronically on the city and emergency management websites.</i></p> <p>g) <i>Conduct workshops for public and private sector organizations to raise awareness of mitigation activities and programs and develop outreach materials for mitigation, preparedness, response and recovery.</i></p> <p>h) <i>Distribute information about flood, fire, earthquake, and other forms of natural and technological hazards insurance to property owners in areas identified to be at risk through hazard mapping.</i></p>		

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Natural Hazard Element									
<p>NHP 1.6 Use technical knowledge of natural ecosystems and events to link natural resource management and land use planning to mitigation activities and technical assistance.</p> <p>a) Review ordinances that protect natural systems and resources to mitigate for hazards for possible enhancements.</p> <p>b) Pursue vegetation and restoration practices that assist in enhancing and restoring the natural and beneficial functions of the watershed.</p> <p>c) Develop education and outreach programs that focus on protecting natural systems as a mitigation activity.</p>	■				□	Land use element	Some of these items are programs, but policy applies. Those elements to be moved out as programs are a) and c).		
11.8.1 Flood Hazard Mitigation									
NHG 2.0 Analyze each repetitive flood property within Covington and identify feasible mitigation options and recommend revisions to requirements for development within the floodplain, where appropriate.		□			■		Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength.		
NHP 2.1 Identify appropriate and feasible mitigation activities for identified repetitive flood properties. Funding may be available through FEMA's Hazard Mitigation Grant and Flood Mitigation Assistance Programs and the Pre-disaster Mitigation Program.		□			■		Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength.		
NHP 2.2 Evaluate elevation requirements for new residential and new residential structures in the unincorporated floodplain area identify opportunities to upgrade Federal Insurance Rate Maps.		□			■		Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength.		
<p>NHP 2.3 Develop a comprehensive strategy for acquiring and managing floodplain open space in Covington. Such a strategy should include the following activities:</p> <p>a) Explore funding for property acquisition from federal (e.g., FEMA Hazard Mitigation Grant Program), state, regional, and local governments, as well as private and non-profit organizations, trails programs, fish programs as well as options for special appropriations;</p> <p>b) Identify sites where environmental restoration work can benefit flood mitigation, fish habitat, and water quality;</p> <p>c) Work with landowners to develop flood management practices that provide healthy fish habitat.</p>		□			■		Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength.		
NHP 2.4 Prepare an inventory of major urban drainage problems, and identify causes and potential mitigation actions for urban drainage problem areas.		□			■		Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength.		
11.8.2 Landslide Hazard Mitigation									
NHG 3.0 Improve knowledge of landslide hazard areas and understanding of vulnerability and risk to life and property in hazard prone areas.		□					Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength.		
NHG 3.1 Increase use of soils mapping and landslide hazard area maps as Building Section review tools.		□					Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength.		
NHG 3.2 Educate high-risk populations about climatic and soil conditions that are conducive to landslides.		□					Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength.		
11.8.3 Earthquake & Volcanic Eruption Mitigation Hazard									
NHG 4.0 Identify specific activities that agencies, organizations, and residents in Covington can undertake to reduce risk and prevent loss from earthquake and volcanic eruption events.		□			■		Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength		
NHP 4.1 Conduct risk analysis incorporating best available data and the created hazard maps using (GIS technology to identify risk sites and further assist in prioritizing mitigation activities and assessing the adequacy of current land use requirements.		□			■		Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength		
NHP 4.2 Identify funding sources for structural and nonstructural retrofitting of structures that are identified as seismically vulnerable and provide information for property owners, small businesses, and organizations on sources of funds (loans, grants, etc.).		□			■		Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength		
NHP 4.3 Encourage purchase of earthquake hazard insurance and coordinate with insurance companies and organizations such as the Insurance Information Service of Washington to produce and distribute earthquake insurance information.		□					Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength		
NHP 4.4 Encourage seismic strength evaluations of critical facilities in the city to identify vulnerabilities for mitigation of schools, public infrastructure, and critical facilities to meet current seismic standards.		□					Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength		

Existing Goals & Policies	Keep as-is	Delete	Re-word	Redundant	Program	Move To	Notes	Proposed language	Final Numbering
Natural Hazard Element									
NHP 4.5 <i>Encourage reduction of nonstructural and structural earthquake hazards in homes, schools, businesses, and government offices.</i>		<input type="checkbox"/>					Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength		
NHP 4.6 <i>Strengthen response and recovery programs, and develop and implementation public education programs for volcanic eruption hazards.</i>		<input type="checkbox"/>					Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength		
11.8.4 Wildfire Hazard Mitigation									
NHG 5.0 Increase communication, coordination, and collaboration between wildland/urban interface property owners, local and City officials, and fire prevention crews and officials to address risks, existing mitigation measures, and federal assistance programs.	■						Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength		
NHP 5.1 <i>Update wildland/urban interface maps; conduct risk analysis incorporating data and the created hazard maps using GIS technology to identify risk sites and further assist in prioritizing mitigation activities.</i>					■		Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength		
NHP 5.2 <i>Visit urban interface neighborhoods and rural areas and conduct education and outreach activities; conduct specific community-based demonstration projects of fire prevention and mitigation in the urban interface.</i>					■		Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength		
NHP 5.3 <i>Encourage local zoning and planning entities to work closely with landowners and/or developers who choose to build in the wildland/urban interface to identify and mitigate conditions that aggravate wildland/urban interface wildfire hazards, including:</i> a) <i>Limited access for emergency equipment due to width and grade of roadways;</i> b) <i>Inadequate water supplies and the spacing, consistency, and species of vegetation around structures;</i> c) <i>Inadequate fuel breaks, or lack of defensible space;</i> d) <i>Highly flammable construction materials;</i> e) <i>Building lots and subdivisions that are not in compliance with state and local land use and fire protection regulations; and</i> f) <i>Inadequate entry/escape routes</i>	■						Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength		
NHP 5.4 <i>Encourage all new homes and major remodels involving roofs or additions that are located in the interface to have fire resistant roofs and residential sprinkler systems; and encourage the public to evaluate access routes to rural homes for firefighting vehicles and to develop passable routes if they do not exist.</i>	■					<input type="checkbox"/>	Can also be worded to be a program, with revisions to zoning and building codes for those areas near wildfire interface.		
11.8.5 Severe Storm Hazard Mitigation									
NHG 6.0 Develop and implement programs to coordinate maintenance and mitigation activities to reduce risk to public infrastructure from severe winter storms.					■		Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength		
NHP 6.1 <i>Develop coordinated management strategies for de-icing roads, plowing snow, clearing roads of fallen trees, and clearing debris from public and private property; partner with responsible agencies and organizations to design and implement programs that reduce risk to life, property, and utility systems; and develop partnerships between utility providers and city and local public works agencies to document known hazard areas.</i>					■		Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength		
NHP 6.2 <i>Partner with responsible agencies and organizations to design and disseminate education information to property owners to reduce risk from tree failure to life, property, and utility systems; and identify potentially hazardous trees in urban areas.</i>					■		Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength		
NHP 6.3 <i>Increase the use of underground utilities where possible.</i>	■					Capital facilities & utilities elements	Already addressed in 2014 NHMP. Reference in comp plan to elevate NHMP policy strength. Can also find a home in other elements related to utilities.		