

Covington: Unmatched quality of life
CITY OF COVINGTON
CITY COUNCIL REGULAR MEETING AGENDA
www.covingtonwa.gov



Tuesday, February 11, 2014
7:00 p.m.

City Council Chambers
16720 SE 271st Street, Suite 100, Covington

Note: A Special Study Session Meeting is scheduled from 6:15 to 7:00 p.m.

CALL CITY COUNCIL REGULAR MEETING TO ORDER – approximately 7:00 p.m.

ROLL CALL/PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

PUBLIC COMMUNICATION

- Announcement of Commissioner of the Year (Council)
- National Teen Dating Violence Awareness & Prevention Month (Austin Anderson, Kentlake Leadership)

RECEPTION

PUBLIC COMMENT Speakers will state their name, address, and organization. Comments are directed to the City Council, not the audience or staff. Comments are not intended for conversation or debate and are limited to no more than four minutes per speaker. Speakers may request additional time on a future agenda as time allows.*

APPROVE CONSENT AGENDA

- C-1. Minutes: January 14, 2014 Special & Regular Meeting; January 28, 2014 Special Joint Study Session with Planning Commission; and January 28, 2014 Regular Meeting (Scott)
- C-2. Vouchers (Hendrickson)
- C-3. Approve Purchase of Mini Excavator (Vondran)
- C-4. Approve Interlocal Agreement Between City of Covington and Covington Transportation Benefit District (Springer)

NEW BUSINESS

- 1. Accept Department of Commerce Grant for Covington Community Park (Thomas)
- 2. Discuss and Consider Approval of Hawk Property Subarea Plan and Planned Action Ordinances (Hart)

COUNCIL/STAFF COMMENTS - Future Agenda Topics

PUBLIC COMMENT *See Guidelines on Public Comments above in First Public Comment Section

EXECUTIVE SESSION – If Needed

ADJOURN

For disability accommodation contact the City of Covington at 253-480-2400 a minimum of 24 hours in advance. For TDD relay service, dial (800) 833-6384 and ask the operator to dial 253-480-2400.

Consent Agenda Item C-1

Covington City Council Meeting

Date: February 11, 2014

SUBJECT: APPROVAL OF MINUTES: JANUARY 14, 2014 CITY COUNCIL SPECIAL & REGULAR MEETING MINUTES; JANUARY 28, 2014 CITY COUNCIL JOINT STUDY SESSION WITH PLANNING COMMISSION MINUTES; AND JANUARY 28, 2014 CITY COUNCIL REGULAR MEETING MINUTES

RECOMMENDED BY: Sharon G. Scott, City Clerk

ATTACHMENT(S): Proposed Minutes

PREPARED BY: Joan Michaud, Senior Deputy City Clerk

EXPLANATION:

ALTERNATIVES:

FISCAL IMPACT:

CITY COUNCIL ACTION: _____ Ordinance _____ Resolution X Motion _____ Other

Councilmember _____ moves, Councilmember _____ seconds, to approve the January 14, 2014 City Council Special & Regular Meeting Minutes; January 28, 2014 City Council Joint Study Session with Planning Commission Minutes; and January 28, 2014 City Council Regular Meeting Minutes.

**City of Covington
Special and Regular City Council Meeting Minutes
Tuesday, January 14, 2014**

(This meeting was recorded and will be retained for a period of six years from the date of the meeting).

INTERVIEWS– 6:00-7:00 P.M.:

The Council conducted interviews for openings on the Covington Parks & Recreation Commission. Applicants interviewed included Sarah McCaffrey, William Pand, and Conni Elliott.

OATH OF OFFICE TO NEWLY ELECTED COUNCILMEMBERS:

City Clerk/Executive Assistant Sharon Scott performed the Oath of Office to Mark Lanza (Position No. 2), Joseph Cimaomo, Jr. (Position No. 4), and Jim Scott (Position No. 6).

The Regular Meeting of the City Council of the City of Covington was called to order in the City Council Chambers, 16720 SE 271st Street, Suite 100, Covington, Washington, Tuesday, January 14, 2014, at 7:12 p.m., with Mayor Margaret Harto presiding.

COUNCILMEMBERS PRESENT:

Margaret Harto, Joe Cimaomo, Mark Lanza, Marlla Mhoon, Jim Scott, Wayne Snoey, and Jeff Wagner.

STAFF PRESENT:

Derek Matheson, City Manager; Don Vondran, Public Works Director; Noreen Beaufriere, Personnel Manager; Rob Hendrickson, Finance Director; Kevin Klason, Covington Police Chief; Richard Hart, Community Development Director; Karla Slate, Communications & Marketing Manager; Scott Thomas, Parks & Recreation Director; Sara Springer, City Attorney; and Sharon Scott, City Clerk/Executive Assistant.

Councilmember Margaret Harto opened the meeting with the Pledge of Allegiance.

SELECTION OF MAYOR:

Council Action: Councilmember Snoey moved and Councilmember Scott seconded to nominate Margaret Harto for Mayor. Vote: 7-0. Motion carried.

SELECTION OF MAYOR PRO TEM:

Council Action: Councilmember Snoey moved and Councilmember Scott seconded to nominate Jeff Wagner for Mayor Pro Tem. Vote: 7-0. Motion carried.

The Council recessed at 7:15 p.m. for a short celebration for newly elected councilmembers, Mayor, and Mayor Pro tem and reconvened at 7:35 p.m.

APPROVAL OF AGENDA:

Council Action: Mayor Pro Tem Wagner moved and Councilmember Scott seconded to approve the Agenda. Vote: 7-0. Motion carried.

PUBLIC COMMUNICATION:

- Lisa Foster, Southeast King County Coalition Against Trafficking, accepted a proclamation declaring January 14, 2014 as Human Trafficking Awareness Day in the City of Covington.

PUBLIC COMMENT:

Mayor Harto called for public comments.

Covington Sports Athletic Director Erick Schug, provided an update since his last report to Council. Mr. Schug reported that there has been no change to the organization's financial situation and noted that he hoped to financially make it through the basketball season that was currently in session.

Mayor Harto encouraged continued communication between Covington Sports and staff to work toward a solution that is in the best interest of the community.

Kollin Higgins, not a resident of Covington, advised Council of his concerns regarding a project being constructed by Soos Creek Water & Sewer District near the corner of Wax Road and Covington Way in the buffer of Jenkins Creek.

There being no further comments, Mayor Harto closed the public comment period.

APPROVE CONSENT AGENDA:

C-1. Minutes: November 26, 2013 City Council Regular Meeting Minutes and December 3, 2013 City Council Special Joint Meeting with CEDC & Chamber Board Minutes.

C-2. Vouchers: Vouchers #30385-30438, in the Amount of \$649,312.74, Dated December 11, 2013; Vouchers #30439-30490, in the Amount of \$235,691.97, Dated December 24, 2013; Paylocity Payroll Checks #1001876907-1001876919 and Paylocity Payroll Check #1001877034-1001877034 Inclusive, Plus Employee Direct Deposits in the Amount of \$153,339.23, Dated December 20, 2013; and Paylocity Payroll Checks #1001928721-1001928732 and Paylocity Payroll Check #1001928743-1001928743 Inclusive, Plus Employee Direct Deposits in the Amount of \$147,066.00, Dated January 3, 2014.

C-3. Approve Agreement for Landscaping Services.

C-4. Authorize City Manager to Execute a Contract for Parks Impact Fee Consultant.

C-5. Appointments to Council Appointees Exit Interview Sub Committee: Councilmembers Lanza, Scott, and Cimaomo.

C-6. Appointments to Council's Audit Committee: Councilmembers Lanza, Mhoon, and Snoey.

C-7. Appointment of 2014 Representatives to Regional Boards and Committees.

- Metropolitan Solid Waste Advisory Committee (MSWAC): Joe Cimaomo (Member) and Don Vondran (Alternate);
- South County Area Transportation Board (SCATBd): Wayne Snoey (Member) and Don Vondran (Alternate);
- Sound Cities Association's Public Issues Committee (PIC): Marlla Mhoon (Member), Margaret Harto (Alternate A), and Jeff Wagner (Alternate B);
- Waste Resource Inventory Area 9 Forum (WRIA 9): Marlla Mhoon (Member) and Don Vondran (Alternate);
- Kent Regional Fire Authority (RFA): Margaret Harto (Member);
- Southeast Area Transportation Solutions (SEATS): Wayne Snoey (Member) and Jim Scott (Alternate A), and Joe Cimaomo (Alternate B).

Council Action: Mayor Pro Tem Wagner moved and Councilmember Snoey seconded to approve the Consent Agenda. Vote: 7-0. Motion carried.

NEW BUSINESS:

1. Consider Appointments to Parks & Recreation Commission.

Council Action: Mayor Pro Tem Wagner moved and Councilmember Lanza seconded to appoint Conni Elliott to fill Position No. 2 on the Parks & Recreation Commission with a term expiring January 31, 2017 (adult). Vote: 7-0. Motion carried.

Council Action: Councilmember Scott moved and Mayor Pro Tem Wagner seconded to appoint William Pand to fill Position No. 1 on the Parks & Recreation Commission with a term expiring January 31, 2015 (youth). Vote: 7-0. Motion carried.

COUNCIL/STAFF COMMENTS:

Councilmembers and staff discussed Future Agenda Topics and made comments.

Councilmember Snoey requested that staff inquire with Burlington Northern Sante Fe Railroad as to whether any petroleum trains are currently going through the Stampede Pass rail line. Councilmember Snoey indicated it could be a potentially dangerous situation as a couple of the petroleum trains have recently blown up while traveling through cities. Councilmember Snoey also mentioned an emergency response as well as a response in general was needed because of the danger.

PUBLIC COMMENTS:

Mayor Harto called for public comments.

Steven Pand, praised Communications & Marketing Manager Karla Slate's work on the branding project.

There being no further comments, Mayor Harto closed the public comment period.

Unapproved Draft – January 14, 2014 Special and Regular Meeting Minutes
Submitted for Approval: February 11, 2014

EXECUTIVE SESSION:

Potential Litigation (RCW 42.30.110(1)(i)) from 8:25 to 8:35 p.m.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 8:35 p.m.

Prepared by:

Submitted by:

Joan Michaud
Senior Deputy City Clerk

Sharon Scott
City Clerk

City of Covington
City Council Special Joint Study Session with Planning Commission Minutes
Tuesday, January 28, 2014

The Special Joint Study Session with the Planning Commission was called to order in the City Council Chambers, 16720 SE 271st Street, Suite 100, Covington, Washington, Tuesday, January 28, 2014, at 6:07 p.m., with Mayor Harto presiding.

COUNCILMEMBERS PRESENT:

Margaret Harto, Joe Cimaomo, Mark Lanza, Marlla Mhoon, Jim Scott, Wayne Snoey, and Jeff Wagner.

PLANNING COMMISSIONERS PRESENT:

Jennifer Gilbert-Smith, Ed Holmes, Paul Max, and Sean Smith.

PLANNING COMMISSIONERS ABSENT:

Bill Judd, Binoy Varughese, and Alex White.

STAFF PRESENT:

Derek Matheson, City Manager; Richard Hart, Community Development Director; Sara Springer, City Attorney; Salina Lyons, Principal Planner; Ann Mueller, Senior Planner; and Sharon Scott, City Clerk/Executive Assistant.

Mayor Margaret Harto called the study session to order.

APPROVAL OF AGENDA:

Council Action: There was Council consensus to approve the agenda.

ITEMS FOR DISCUSSION:

1. Planning Commission 2014 Work Plan.

Community Development Director Richard Hart introduced this item, and Planning Commission Chair Sean Smith gave the presentation.

Council Action: Council concurred to support the order of the work plan as presented and to encourage the expediting of Item 4 (Design Code Changes for Downtown Zones). Council further concurred that the issue of Development Supported Agriculture would be addressed during review of the Comprehensive Plan from a policy standpoint.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 6:40 p.m.

Prepared by:

Submitted by:

Senior Joan Michaud
Senior Deputy City Clerk

Sharon Scott
City Clerk

**City of Covington
Regular City Council Meeting Minutes
Tuesday, January 28, 2014**

(This meeting was recorded and will be retained for a period of six years from the date of the meeting).

The Regular Meeting of the City Council of the City of Covington was called to order in the City Council Chambers, 16720 SE 271st Street, Suite 100, Covington, Washington, Tuesday, January 28, 2014, at 7:00 p.m., with Mayor Harto presiding.

COUNCILMEMBERS PRESENT:

Margaret Harto, Joe Cimaomo, Mark Lanza, Marlla Mhoon, Jim Scott, Wayne Snoey, and Jeff Wagner.

STAFF PRESENT:

Derek Matheson, City Manager; Noreen Beaufrere, Personnel Manager; Richard Hart, Community Development Director; Rob Hendrickson, Finance Director; Kevin Klason, Covington Police Chief; Karla Slate, Communications & Marketing Manager; Sara Springer, City Attorney; Scott Thomas, Parks & Recreation Director; Don Vondran, Public Works Director; Salina Lyons, Principal Planner; Ann Mueller, Senior Planner, Mayson Morrissey, Sr. Information Systems Administrator; and Sharon Scott, City Clerk/Executive Assistant.

Mayor Harto opened the meeting with the Pledge of Allegiance.

APPROVAL OF AGENDA:

Council Action: Mayor Pro Tem Wagner moved and Councilmember Mhoon seconded to approve the Agenda. Vote: 7-0. Motion carried.

PUBLIC COMMUNICATION:

- Keith Drury was honored with the 2013 Volunteer of the Year Award.

Councilmembers recessed for a reception honoring the volunteer of the year from 7:06 to 7:23 p.m.

PUBLIC COMMENT:

Mayor Harto called for public comments.

There being no comments, Mayor Harto closed the public comment period.

APPROVE CONSENT AGENDA:

C-1. Minutes: December 10, 2013 City Council Special Joint Study Session with Planning Commission Minutes and December 10, 2013 City Council Regular Meeting Minutes.

C-2. Vouchers: Vouchers #30491-30596, in the Amount of \$126,159.41, Dated January 7, 2014; and Paylocity Payroll Checks #1001972290-1001972298 and Paylocity Payroll

Unapproved Draft–January 28, 2014 Regular Meeting Minutes
Submitted for Approval: February 11, 2014

Check #1001972325-1001972325 Inclusive, Plus Employee Direct Deposits in the Amount of \$152,107.89, Dated January 17, 2014.

Council Action: Mayor Pro Tem Wagner moved and Councilmember Snoey seconded to approve the Consent Agenda. Vote: 7-0. Motion carried.

REPORTS OF COMMISSIONS:

Human Services Commission – Chair Haris Ahmad reported on the January 9 meeting.

Arts Commission – Chair Sandy Bisordi reported on the December 12 regular meeting and January 18 annual retreat.

Parks & Recreation Commission – Chair Steven Pand reported on the December 18 and January 15 meetings.

Planning Commission – Chair Sean Smith reported on the January 2 meeting.

Economic Development Council – Co-Chair Jeff Wagner reported on the December 12 special meeting and January 23 regular meeting.

PUBLIC HEARING:

1. Receive Testimony from the Public Regarding Hawk Property Subarea Plan and Planned Action Ordinance.

Community Development Director Richard Hart provided the opening remarks on this item and then turned the presentation over to Bill Stalzer from Stalzer & Associates and Lisa Grueter from BERK Consulting.

Mayor Harto called for public comments for the public hearing.

Peter Rimbo, Greater Maple Valley Unincorporated Area Council, spoke regarding several remaining outstanding transportation issues: SR-516, the Maple Valley Transportation Improvement Plan (TIP), the Black Diamond Master-Planned Developments (MPDs), the Transportation Concurrency, and funding. Mr. Rimbo submitted a letter to the City Clerk that provided detailed comments from the Greater Maple Valley Unincorporated Area Council.

Colin Lund, Oakpointe Holdings, praised the Council and Planning Commission for the progress on this project and provided comments on a minor conflict in the plan regarding townhouses.

Allie Floro, 25707 177th Place SE, Covington resident, spoke in favor of the project regarding the walking trails, parks, and outdoor activities and expressed her desire for planned connections to existing trails/parks.

Charlotte Sanchez, 25011 214th Place, Maple Valley, expressed her concerns over how close the road connection from 204th to SR18 would be to Cedar Creek Park as she and several others

walk their dogs at this park. Ms. Sanchez also spoke in support of establishing an off leash dog park in the area as she now has to travel quite a distance to other cities.

Ben Daniels, 25303 176th Avenue SE, Covington, reported to Council that he lives near the fire station on 256th and requested sidewalk connections to the project.

There being no further comments, Mayor Harto closed the public comment period for the public hearing.

Councilmember Mhoon asked a question regarding the walk ability of the overpass to access the project area, and Principal Planner Salina Lyons provided a response.

COUNCIL/STAFF COMMENTS:

Councilmembers and staff discussed Future Agenda Topics and made comments.

City Manager Derek Matheson asked for Council direction regarding Councilmember Snoey's suggestion to make civil infractions an option for all park regulation violations.

Council Action: There was Council consensus to bring an ordinance regarding the civil infractions options to a future Council meeting this year.

PUBLIC COMMENTS:

Mayor Harto called for public comments.

There being no comments, Mayor Harto closed the public comment period.

EXECUTIVE SESSION:

Review the Performance of a Public Employee (RCW 42.30.110(1)(g)) from 8:55 to 10:15 p.m.

ADJOURNMENT:

There being no further business, the meeting was adjourned at 10:15 p.m.

Prepared by:

Submitted by:

Joan Michaud
Senior Deputy City Clerk

Sharon Scott
City Clerk

Consent Agenda Item C-2

Covington City Council Meeting

Date: February 11, 2014

SUBJECT: APROVAL OF VOUCHERS.

RECOMMENDED BY: Rob Hendrickson, Finance Director

ATTACHMENT(S): Vouchers #30597-30664, Including Vendor ACH Payments, in the Amount of \$333,212.98, Dated January 21 2014; and Paylocity Payroll Checks #1002015111-1002015119 Inclusive, Plus Employee Direct Deposits in the Amount of \$150,755.10, Dated January 31, 2014.

PREPARED BY: Joan Michaud, Senior Deputy City Clerk

EXPLANATION: Not applicable.

ALTERNATIVES: Not applicable.

FISCAL IMPACT: Not applicable.

CITY COUNCIL ACTION: _____ Ordinance _____ Resolution X Motion _____ Other

Councilmember _____ moves, Councilmember _____ seconds, to approve for payment Vouchers #30597-30664, Including Vendor ACH Payments, in the Amount of \$333,212.98, Dated January 21 2014; and Paylocity Payroll Checks #1002015111-1002015119 Inclusive, Plus Employee Direct Deposits in the Amount of \$150,755.10, Dated January 31, 2014.

January 21, 2014

City of Covington

City of Covington

City of Covington
Voucher/Check Register

Check # 30597 through Check # 30664, including vendor ACH payments

In the Amount of \$333,212.98

We, the undersigned, do hereby certify under penalty of perjury that the materials have been furnished, the services rendered or the labor performed as described herein and that the claims are just, due and unpaid obligations against the City of Covington, Washington, County of King, and that we are authorized to authenticate and certify said claims per the attached register.

Cassandra Parker
Senior Accountant

Mark Lanza
City Councilmember

Wayne Snoey
City Councilmember

Marlla Mhoon
City Councilmember

Council Meeting Date Approved _____

Accounts Payable

Checks by Date - Detail by Check Date

User: scles
 Printed: 1/24/2014 1:05 PM



Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
ACH	0546 0546-1	Victoria Throm Throm; human service meetings, mileage	01/21/2014	16.23
Total for this ACH Check for Vendor 0546:				16.23
ACH	0819 13-26	Don Vondran Vondran; 2013 flexible spending	01/21/2014	56.57
Total for this ACH Check for Vendor 0819:				56.57
30597	2613 2613-2013 2613-2013 2613-2013 2613-2013 2613-2013	Gayle Ackerson Utility tax rebate; natural gas Utility tax rebate; electricity Utility tax rebate; cellular phone Utility tax rebate; telephone Utility tax rebate; solid waste	01/21/2014	32.04 34.79 65.99 35.08 19.46
Total for Check Number 30597:				187.36
30598	0206 188219	AFLAC Insurance premiums; January 2014	01/21/2014	666.04
Total for Check Number 30598:				666.04
30599	1820 10716	America West Environmental De-icer	01/21/2014	4,396.82
Total for Check Number 30599:				4,396.82
30600	0955 10271649	American Red Cross Lifeguarding classes	01/21/2014	71.80
Total for Check Number 30600:				71.80
30601	2631 2631-4Qtr	Auburn Youth Research - Outreach Human services; 4th Quarter 2013	01/21/2014	375.00
Total for Check Number 30601:				375.00
30602	1741 111-1574885 111-1574886	The Bank of New York Obligation bonds, #2007A; administrative fee Obligation bonds, #2007T; administrative fee	01/21/2014	300.00 300.00
Total for Check Number 30602:				600.00
30603	2522 2522-1	Sandy Bisordi Reimbursement; picture frame for purchased art	01/21/2014	32.85
Total for Check Number 30603:				32.85
30604	2516 95808	Bob's Heating & Air Conditioning, Inc. Minor housing repair; #SAUC-02-13	01/21/2014	950.26

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
	96365	Minor housing repair; #NOMU-02-13		194.40
			Total for Check Number 30604:	1,144.66
30605	1075 335207	Bowen Scarff Ford Sales, Inc. #3425; power steering repair	01/21/2014	65.05
			Total for Check Number 30605:	65.05
30606	1767 1767-1	Brian Bykonen Bykonen; 5 year service award	01/21/2014	75.00
			Total for Check Number 30606:	75.00
30607	0026 140018	C&B Awards Volunteer/Commissioner of year plaques	01/21/2014	114.79
			Total for Check Number 30607:	114.79
30608	2266 2266-1	Lena Carkeek Carkeek; mileage reimbursement, December	01/21/2014	9.49
			Total for Check Number 30608:	9.49
30609	2366 1286837674	CenturyLink Business Services Aquatics; internet/loop, December	01/21/2014	360.00
			Total for Check Number 30609:	360.00
30610	1178 1178-4Qtr 1178-4Qtr13	Child Care Resources Human services; 4th Quarter 2013 Human service joint funding; 4th Quarter 2013	01/21/2014	896.25 5,000.00
			Total for Check Number 30610:	5,896.25
30611	0366 0366-1	City of Covington SWM utility tax; December	01/21/2014	7,599.06
			Total for Check Number 30611:	7,599.06
30612	1699 1699-4Qtr	Communities in Schools of Kent Human services; 4th Quarter 2013	01/21/2014	750.00
			Total for Check Number 30612:	750.00
30613	0184 123	Cordi & Bejarano Public defender services; 12/10-12/17/13	01/21/2014	2,120.00
			Total for Check Number 30613:	2,120.00
30614	0706 4199 4199 4200 4200	Covington Retail Associates 1st floor; operating expenses, February 1st floor; building lease, February 2nd floor; operating expenses, February 2nd floor; building lease, February	01/21/2014	10,040.02 25,717.00 1,509.81 3,280.83
			Total for Check Number 30614:	40,547.66
30615	0537 104587-1 104587-1 105731-1 105731-1	Covington Water District Crystal view; water, 12/21-12/31/13 Crystal view; water, 1/1-1/17/14 SR 516; water, 12/21-12/31/13 SR 516; water, 1/1-1/17/14	01/21/2014	11.20 17.30 21.41 33.09

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
	107666-1	CCP; water, 11/16-12/31/13		29.21
	107666-1	CCP; water, 1/1-1/17/14		10.79
	108188-1	Skate park; water, 11/16-12/31/13		41.58
	108188-1	Skate park; water, 1/1-1/17/14		15.37
	122505-1	Maint shop; water, 1/1-1/17/14		6.83
	122505-1	Maint shop; water, 1/1-1/17/14		3.41
	122505-1	Maint shop; water, 1/1-1/17/14		6.83
	122505-1	Maint shop; water, 11/16-12/31/13		18.47
	122505-1	Maint shop; water, 11/16-12/31/13		18.47
	122505-1	Maint shop; water, 11/16-12/31/13		9.24
	132669-1	CCP; water, 1/1-1/17/14		15.37
	132669-1	CCP; water, 11/16-12/31/13		41.58
	132670-1	CCP; water, 12/21-12/31/13		38.40
	132670-1	CCP; water, 1/1-1/17/14		59.35
			Total for Check Number 30615:	397.90
30616	0159	Daily Journal of Commerce	01/21/2014	
	3283507	CIP 1127; publication		144.40
	3283507	CIP 1127; publication		144.40
			Total for Check Number 30616:	288.80
30617	0780	DAWN	01/21/2014	
	0780-4Qtr	Human services; 4th Quarter 2013		2,000.00
	0780-4Qtr2013	Human services joint funding; 4th Quarter 2013		6,595.00
			Total for Check Number 30617:	8,595.00
30618	2467	Department of Enterprise Services	01/21/2014	
	73114853	Cimaomo; business cards		41.26
	I188741	Feser; computer software		425.49
			Total for Check Number 30618:	466.75
30619	0699	Department of Licensing	01/21/2014	
	0699-1	Drivers abstract		13.00
			Total for Check Number 30619:	13.00
30620	0072	Dept of Labor & Industries	01/21/2014	
	939296-00-4Qtr	Industrial Insurance, 4th Quarter 2013		1,479.73
	939296-00-4Qtr	Industrial Insurance, 4th Quarter 2013		7,120.95
	939296-00-4Qtr	Industrial Insurance, 4th Quarter 2013		2,390.21
	939296-00-4Qtr	Industrial Insurance, 4th Quarter 2013		18.90
	939296-00-4Qtr	Industrial Insurance; 4th Quarter 2013		51.93
	939296-00-4Qtr	Industrial Insurance, 4th Quarter 2013		1,280.49
	939296-00-4Qtr	Industrial Insurance, 4th Quarter 2013		25.08
	939296-00-4Qtr	Industrial Insurance, 4th Quarter 2013		4.01
	939296-00-4Qtr	Industrial Insurance, 4th Quarter 2013		1.00
	939296-00-4Qtr	Industrial Insurance, 4th Quarter 2013		50.16
	939296-00-4Qtr	Industrial Insurance, 4th Quarter 2013		1,735.26
			Total for Check Number 30620:	14,157.72
30621	1996	Facility Maintenance Contractors	01/21/2014	
	01465 140115	Maint shop; janitorial service		54.80
	01465 140115	Maint shop; janitorial service		109.60
	01465 140115	Maint shop; janitorial service		109.60
			Total for Check Number 30621:	274.00

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
30622	1875 592850	FirstChoice Coffee service	01/21/2014	114.63
Total for Check Number 30622:				114.63
30623	2553 DEC 13 1123	Gordon Thomas Honeywell Governmental Governmental Affairs services; December	01/21/2014	1,666.67
Total for Check Number 30623:				1,666.67
30624	0302 13504.00-7 13504.00-7 13577.00-3 13577.00-3	Gray & Osborne CIP 1029; engineering, 1/1-1/4/14 CIP 1029; engineering, 12/8-12/31/13 CIP 1057; engineering, 1/1-1/4/14 CIP 1057; engineering, 12/8-12/31/13	01/21/2014	47.26 283.57 848.13 5,088.75
Total for Check Number 30624:				6,267.71
30625	2706 2706-2013	Health Point Employee human services donation	01/21/2014	975.00
Total for Check Number 30625:				975.00
30626	0923 53793887	Hewlett-Packard Company 8 replacement computers	01/21/2014	6,003.40
Total for Check Number 30626:				6,003.40
30627	1722 1-837174	Honey Bucket Skate park; portable toilet, 1/5-2/4/14	01/21/2014	204.75
Total for Check Number 30627:				204.75
30628	0902 42120-1	Institute of Transp Engineers Vondran; 2014 ITE membership dues	01/21/2014	284.28
Total for Check Number 30628:				284.28
30629	1342 11636332 11636332 11636332 11636332 11636332	Integra Telecom Maint shop; telephone, 1/8-2/7/14 Maint shop; telephone, 1/8-2/7/14 City hall; telephone, 1/8-2/7/14 Maint shop; telephone, 1/8-2/7/14 Aquatics; telephone, 1/8-2/7/14	01/21/2014	88.55 177.10 1,212.94 177.11 90.22
Total for Check Number 30629:				1,745.92
30630	0533 0533-4Qtr 0533-4Qtr2013	KC Sexual Assault Resource Ctr Human services; 4th Quarter 2013 Human services joint funding; 4th Quarter 2013	01/21/2014	1,216.00 28,126.25
Total for Check Number 30630:				29,342.25
30631	0271 0271-4Qtr	Kent Youth & Family Services Human services; 4th Quarter 2013	01/21/2014	625.00
Total for Check Number 30631:				625.00
30632	0143 31663-31664 33400-33401 33400-33401	King County Finance CIP 1028; overlay, 10/2-10/31/13 CIP 1028; overlay, 11/2-11/29/13 CIP 1028; overlay, 11/2-11/29/13	01/21/2014	23,814.33 879.22 1,596.24

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
	34725-34726	Street services; 12/4-12/31/13		727.80
	34758-34758	Pond #DP11048 rehab; 12/4-12/31/13		601.30
			Total for Check Number 30632:	27,618.89
30633	2707 2707-1	Learning Resources Network Inc. 2014 LERN membership dues	01/21/2014	395.00
			Total for Check Number 30633:	395.00
30634	1431 1431-1 1431-1	Valerie Lyon City logo items; mailing New councilmember orientation/ceremony, refre	01/21/2014	6.55 34.35
			Total for Check Number 30634:	40.90
30635	0333 0333-4Qtr	Maple Valley Food Bank Human services; 4th Quarter 2013	01/21/2014	3,750.00
			Total for Check Number 30635:	3,750.00
30636	2030 2030-2013 2030-2013 2030-2013 2030-2013	John Meier Utility tax rebate; natural gas Utility tax rebate; solid waste Utility tax rebate; cellular phone Utility tax rebate; electricity	01/21/2014	26.49 15.76 38.40 48.52
			Total for Check Number 30636:	129.17
30637	0734 0734-1	Joan Michaud Michaud; public defender screening, mileage	01/21/2014	8.85
			Total for Check Number 30637:	8.85
30638	1901 0058019 0058019 0058019	Modern Building Systems, Inc. Maint shop; building lease, 2/1-3/1/14 Maint shop; building lease, 2/1-3/1/14 Maint shop; building lease, 2/1-3/1/14	01/21/2014	569.06 284.54 569.06
			Total for Check Number 30638:	1,422.66
30639	2550 72059	Motorplex Pro-Tow #3383; repairs/maintenance	01/21/2014	1,017.24
			Total for Check Number 30639:	1,017.24
30640	1688 054257-1 054257-1 054257-1 054257-1 054257-1	Mountain Mist Maint shop; bottled water, December Maint shop; bottled water, December Aquatics; bottled water, December Maint shop; bottled water, December City hall; bottled water, December	01/21/2014	13.59 6.80 51.07 13.59 135.78
			Total for Check Number 30640:	220.83
30641	1487 693629 693629 693629 693629 693766 694929	NAPA Auto Parts Maint shop; adhesive spray Maint shop; adhesive spray #2745; belt Maint shop; adhesive spray #2707; hose clamp Maint shop; polyloom	01/21/2014	3.47 3.47 22.73 1.74 39.01 2.54

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
	694929	Maint shop; air ratchet		43.43
	694929	Maint shop; air ratchet		43.44
	694929	Maint shop; polyloom		5.09
	694929	Maint shop; polyloom		5.08
	694929	Maint shop; air ratchet		21.72
	694963	#3307; connector		2.92
	695106	#3420; fuses		10.19
Total for Check Number 30641:				204.83
30642	0004	Office Depot	01/21/2014	
	1644272189	Portable projector		651.59
	688842203001	Office supplies		290.08
	689619509001	Maint shop; printer		108.60
	689619509001	Maint shop; printer		217.19
	689619509001	Maint shop; printer		217.20
	690217770001	Public works; calendars		45.70
	690217770001	Public works; calendars		45.71
	690217770001	Office supplies		66.98
	690217770001	Council Summit; writing pads		19.95
	690217770001	1099 forms/envelopes		51.02
	690217770001	City hall; light bulbs		19.53
	690461605001	Return; calendars		-59.03
	690461606001	Calendars		59.03
	691101743001	Matheson; mouse pad wrist rest		10.07
	691101743001	Office supplies		130.08
	691101915001	Thompson; log book		2.10
	691101915001	Thompson; log book		11.90
Total for Check Number 30642:				1,887.70
30643	2704	Orbitcom, Inc.	01/21/2014	
	2704-1	Overpayment of utility tax; 1st Quarter 2012		3.86
Total for Check Number 30643:				3.86
30644	2233	Pediatric Interim Care Center	01/21/2014	
	2233-4Qtr	Human services; 4th Quarter 2013		375.00
Total for Check Number 30644:				375.00
30645	0275	Puget Sound Clean Air Agency	01/21/2014	
	14-0255	2014 Clean air assessment		8,311.00
Total for Check Number 30645:				8,311.00
30646	0161	Puget Sound Energy	01/21/2014	
	200003986730-1	Streets; electricity, 12/4-12/31/13		78.20
	200003986730-1	Streets; electricity, 1/1/-1/2/14		5.59
	200003987282-1	Streets; electricity, 1/1/-1/3/14		6.68
	200003987282-1	Streets; electricity, 12/5-12/31/13		60.09
	200003987464-1	Streets; electricity, 1/1/-1/3/14		1.08
	200003987464-1	Streets; electricity, 12/5-12/31/13		9.76
	200004045635-1	Streets; electricity, 1/1/-1/2/14		6.04
	200004045635-1	Streets; electricity, 12/4-12/31/13		84.57
	200004045866-1	Streets; electricity, 12/5-12/31/13		67.05
	200004045866-1	Streets; electricity, 1/1/-1/3/14		7.45
	200013103656-1	CCP; electricity audit, 7/31-12/2/13		35.58
	200022909309-1	Streets; electricity, 1/1/-1/2/14		5.96
	200022909309-1	Streets; electricity, 12/4-12/31/13		83.44
	200022909689-1	Skate park; electricity, 12/5-12/31/13		12.28

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
	200022909689-1	Skate park; electricity, 1/1-1/3/14		1.36
	300000001770-1	Streets; electricity, 12/4-12/31/13		34.20
	300000001770-1	City tree; electricity, 1/1-1/2/14		0.72
	300000001770-1	City tree; electricity, 12/4-12/31/13		10.12
	300000001770-1	Streets; electricity, 1/1-1/2/14		2.44
	300000001788-1	Streets; electricity, 12/3-12/31/13		82.49
	300000001788-1	Streets; electricity, 12/3-12/31/13		8,096.01
	300000001804-1	Streets; electricity, 12/1-12/30/13		88.21
	300000001804-1	Streets; electricity, 1/1-1/2/14		2.68
	300000007744-1	Aquatics; electricity, 12/1-12/30/13		2,353.54
	300000007744-1	Aquatics; natural gas, 12/1-12/30/13		3,637.34
	300000007934-1	City hall; electricity, 12/4-12/31/13		2,159.80
	300000007934-1	City hall; electricity, 1/1-1/2/14		154.27
	300000011266-1	SR 516; electricity, 12/4-12/31/13		218.90
	300000011266-1	Streets; electricity, 1/1-1/2/14		15.64
	300000011266-1	Crystal view; electricity, 12/1-12/31/13		10.84
			Total for Check Number 30646:	17,332.33
30647	2122 523779	Schneider Electric Buildings America, Inc. Aquatics; PASS fee, 1/1-12/31/14	01/21/2014	4,200.19
			Total for Check Number 30647:	4,200.19
30648	2474 592	SCORE Jail costs; December	01/21/2014	9,270.00
			Total for Check Number 30648:	9,270.00
30649	1905 C793596-701 C793596-701	Sharp Electronics Corporation Workroom copier; usage, 12/2-12/31/13 Workroom copier; usage, 1/1/14	01/21/2014	606.85 20.23
			Total for Check Number 30649:	627.08
30650	1903 599404 599404 607079 607079	Sound Publishing, Inc. Weekly bulletins; 11/1, 11/8, 11/15 Monthly full page ad Weekly bulletins; 12/6, 12/13, 12/27 Monthly full page ad	01/21/2014	1,303.66 1,500.00 533.73 829.50
			Total for Check Number 30650:	4,166.89
30651	0736 707226 707226 707226 707226 707226 707226	Sound Security, Inc. Maint; security installation balance, monitoring : Maint; security installation balance, monitoring : Maint shop; security monitoring, 1/1-1/31/14 Maint shop; security monitoring, 1/1-1/31/14 Maint shop; security monitoring, 1/1-1/31/14 Maint; security installation balance, monitoring :	01/21/2014	509.71 1,019.42 20.40 40.80 40.80 1,019.42
			Total for Check Number 30651:	2,650.55
30652	2130 2130-1	South KC Cultural Coalition SoCoCulture; 2014 membership dues	01/21/2014	30.00
			Total for Check Number 30652:	30.00
30653	2504 3763	Stalzer and Associates Hawk Property Subarea/EIS; December	01/21/2014	11,073.33

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
			Total for Check Number 30653:	11,073.33
30654	0070 0070-1	State Treasurer State building permits payable; July - December	01/21/2014	369.00
			Total for Check Number 30654:	369.00
30655	2051 2051-2013 2051-2013 2051-2013 2051-2013	Roger Steyaert Utility tax rebate; electricity Utility tax rebate; natural gas Utility tax rebate; telephone Utility tax rebate; cable	01/21/2014	29.73 44.57 12.06 49.89
			Total for Check Number 30655:	136.25
30656	1917 386000046-1 386000046-1 386000046-1 386000046-1	US Bank National Association Investment service charge; 10/1-12/31/13 Investment service charge; 10/1-12/31/13 Investment service charge; 10/1-12/31/13 Investment service charge; 10/1-12/31/13	01/21/2014	32.30 26.39 12.70 63.61
			Total for Check Number 30656:	135.00
30657	1879 0520520-WA 0520520-WA 0520520-WA	US Health Works Dalton/Fealy; DOT physicals Dalton/Fealy; DOT physicals Dalton/Fealy; DOT physicals	01/21/2014	68.80 34.40 68.80
			Total for Check Number 30657:	172.00
30658	2383 1240080006 1240080173	Valley Freightliner, Inc. #3307; lamp lights #3307; light sockets	01/21/2014	72.47 14.03
			Total for Check Number 30658:	86.50
30659	2709 60767 60767	VanCour's #3436; reupholster rear seats in vinyl #3436; vacuum, clean, treat seats and carpet	01/21/2014	1,558.95 787.57
			Total for Check Number 30659:	2,346.52
30660	0119 27854	WABO Meyers/Christenson; WABO education seminar	01/21/2014	600.00
			Total for Check Number 30660:	600.00
30661	1105 I14004457	Washington State Patrol Background check	01/21/2014	10.00
			Total for Check Number 30661:	10.00
30662	0096 20170 20170	WCIA 2014 Liability insurance 2014 Property insurance	01/21/2014	82,105.00 14,305.00
			Total for Check Number 30662:	96,410.00
30663	0368 1304284-6424585	WMTA 2014 WMTA membership fee	01/21/2014	40.00

Check No	Vendor No Invoice No	Vendor Name Description	Check Date Reference	Check Amount
			Total for Check Number 30663:	40.00
30664	0781 0781-4Qtr	YWCA of Seattle & King County Human services; 4th Quarter 2013	01/21/2014	1,664.00
			Total for Check Number 30664:	1,664.00
			Total for 1/21/2014:	333,212.98
			Report Total (70 checks):	333,212.98

January 31, 2014

City of Covington

Payroll Approval

- Request Council approval for payment of Payroll dated 01/31/14 consisting of:

PAYLOCITY CHECK # 1002015111 through PAYLOCITY CHECK # 1002015119 inclusive,
plus employee direct deposits

IN THE AMOUNT OF \$150,755.10

WE, THE UNDERSIGNED, DO HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE MATERIALS HAVE BEEN FURNISHED, THE SERVICES RENDERED OR THE LABOR PERFORMED AS DESCRIBED HEREIN AND THAT THE CLAIMS ARE JUST, DUE AND UNPAID OBLIGATIONS AGAINST THE CITY OF COVINGTON, WASHINGTON, COUNTY OF KING, AND THAT WE ARE AUTHORIZED TO AUTHENTICATE AND CERTIFY SAID CLAIMS PER THE ATTACHED COUNCIL APPROVAL REPORT.

Rob Hendrickson
Finance Director

Mark Lanza
City Councilmember

Wayne Snoey
City Councilmember

Marlla Mhoon
City Councilmember

Council Meeting Date Approved: _____

01/31/14 Payroll Voucher

Payroll Checks for Account Paylocity Account

Check/Voucher	Check Type	Check Date	Employee Id	Employee Name	Net Amount
106737	Regular	1/31/2014	377	Bates, Krista	99.73
106738	Regular	1/31/2014	246	Kirshenbaum, Kathleen	878.24
106739	Regular	1/31/2014	243	Lyon, Valerie	1,534.23
106740	Regular	1/31/2014	278	Matheson, Derek M	4,757.59
106741	Regular	1/31/2014	234	Mhoon, Darren S	1,415.81
106742	Regular	1/31/2014	162	Michaud, Joan M	2,098.29
106743	Regular	1/31/2014	123	Scott, Sharon G	2,553.76
106744	Regular	1/31/2014	313	Slate, Karla J	2,328.93
106745	Regular	1/31/2014	275	Hart, Richard	3,904.78
106746	Regular	1/31/2014	368	Mueller, Ann M	1,321.24
106747	Regular	1/31/2014	180	Cles, Staci M	1,922.26
106748	Regular	1/31/2014	146	Hagen, Lindsay K	1,638.65
106749	Regular	1/31/2014	235	Hendrickson, Robert	3,708.62
106750	Regular	1/31/2014	105	Parker, Cassandra	2,695.45
106751	Regular	1/31/2014	433	Cimaomo, Joseph T	392.11
106752	Regular	1/31/2014	323	Harto, Margaret	461.75
106753	Regular	1/31/2014	324	Lanza, Mark	392.11
106754	Regular	1/31/2014	326	Mhoon, Marlla	391.26
106755	Regular	1/31/2014	327	Scott, James A	415.57
106756	Regular	1/31/2014	329	Wagner, Jeffrey	415.57
106757	Regular	1/31/2014	374	Allen, Joshua C	1,755.64
106758	Regular	1/31/2014	353	Dalton, Jesse J	2,234.40
106759	Regular	1/31/2014	373	Fealy, William J	2,131.17
106760	Regular	1/31/2014	301	Gaudette, John J	2,113.03
106761	Regular	1/31/2014	186	Junkin, Ross D	2,971.49
106762	Regular	1/31/2014	252	Wesley, Daniel A	2,247.33
106763	Regular	1/31/2014	268	Bykonen, Brian D	2,119.39
106764	Regular	1/31/2014	279	Christenson, Gregg R	2,150.74
106765	Regular	1/31/2014	270	Lyons, Salina K	2,524.64
106766	Regular	1/31/2014	269	Meyers, Robert L	3,372.24
106767	Regular	1/31/2014	284	Ogren, Nelson W	2,815.17
106768	Regular	1/31/2014	266	Thompson, Kelly	2,249.21
106769	Regular	1/31/2014	307	Morrissey, Mayson	2,898.42
106770	Regular	1/31/2014	199	Bahl, Rachel A	2,025.53
106771	Regular	1/31/2014	292	Carkeek, Lena	1,502.59
106772	Regular	1/31/2014	428	Feser, Angela M	2,494.79
106773	Regular	1/31/2014	293	MacConaghy, Hailey	1,482.59
106774	Regular	1/31/2014	397	Martinsons, Jaquelyn	202.41
106775	Regular	1/31/2014	195	Patterson, Clifford	2,457.44
106776	Regular	1/31/2014	306	Thomas, Scott R	3,765.83
106777	Regular	1/31/2014	106	Bates, Shellie L	2,158.71
106778	Regular	1/31/2014	349	Buck, Shawn M	1,639.15
106779	Regular	1/31/2014	273	French, Fred	1,243.98
106780	Regular	1/31/2014	257	Parrish, Benjamin A	2,025.99
106781	Regular	1/31/2014	173	Vondran, Donald M	3,743.07
106782	Regular	1/31/2014	431	Allen, Kaitlyn	366.40
106783	Regular	1/31/2014	388	Andrews, Kaitlyn E	325.26
106784	Regular	1/31/2014	434	Bailey, Brooke	33.37
106785	Regular	1/31/2014	393	Blakely, Coleman P.	108.88
106786	Regular	1/31/2014	258	Cox, Melissa	720.24
106787	Regular	1/31/2014	385	Cranstoun, Alexander M	100.10

106788 Regular	1/31/2014	409 Hanger, Austin R.	22.25	
106789 Regular	1/31/2014	359 Houghton, Cassandra L	224.90	
106790 Regular	1/31/2014	305 Kiselyov, Tatyana	278.74	
106791 Regular	1/31/2014	425 Knox, John Q	83.42	
106792 Regular	1/31/2014	426 Knox, Patrick L	108.58	
106793 Regular	1/31/2014	416 Lipinski, Matthew	55.61	
106794 Regular	1/31/2014	423 McCarthy, Joseph	208.24	
106795 Regular	1/31/2014	297 Mooney, Lynell	185.11	
106796 Regular	1/31/2014	419 Niesner, Austin C	27.81	
106797 Regular	1/31/2014	319 Praggastis, Alexander	390.50	
106798 Regular	1/31/2014	383 Reese, Rachel E	575.62	
106799 Regular	1/31/2014	424 Rhoads, Jerrett K	680.61	
106800 Regular	1/31/2014	429 Sizemore, Christine A	257.73	
106801 Regular	1/31/2014	390 Tomalik, Stefan A	302.06	
106802 Regular	1/31/2014	384 von Michalofski, Kayla M	202.57	
106803 Regular	1/31/2014	392 Wardrip, Spencer A	547.54	
106804 Regular	1/31/2014	432 Wilton, Sara J	77.85	
106805 Regular	1/31/2014	116 Beaufrere, Noreen	2,900.88	
106806 Regular	1/31/2014	137 Throm, Victoria J	2,007.25	
1002015111 Regular	1/31/2014	364 Newell, Nancy J	94.20	
1002015112 Regular	1/31/2014	328 Snoey, Wayne	189.61	
1002015113 Regular	1/31/2014	403 Bowen, Joshua W	592.20	
1002015114 Regular	1/31/2014	399 Jensen, Emily A	66.73	
1002015115 Regular	1/31/2014	316 Johansen, Andrea	12.52	
1002015116 Regular	1/31/2014	412 Reynolds, Shannon J.	235.97	
1002015117 Regular	1/31/2014	415 Rinck, Tyler P	50.05	
1002015118 Regular	1/31/2014	398 Vieira, Logan G	65.66	
1002015119 Regular	1/31/2014	395 Wunschel, Ethan G.	234.50	
Totals for Payroll Checks	79 Items		101,983.86	
Third Party Checks for Account Paylocity Account				
Check/Voucher	Check Type	Check Date	Employee Id Employee Name	Net Amount
106807	AGENCY	1/31/2014	401SS ICMA Retirement Trust	15,519.83
106808	AGENCY	1/31/2014	457Ex Vantagepoint Transfer Agent-	383.82
106809	AGENCY	1/31/2014	IC401 ICMA Retirement Trust	13,304.11
106810	AGENCY	1/31/2014	IC457 ICMA Retirement Trust	225.00
Totals for Third Party Checks	4 Items			29,432.76

Summary

Tax Liabilities	19,009.82
Paylocity Fees	328.66
Grand Total	\$ 150,755.10

Consent Agenda Item C-3

Covington City Council Meeting

Date: February 11, 2014

SUBJECT: PASS A RESOLUTION AUTHORIZING THE PURCHASE OF A USED 2013 HITACHI ZX60 MINI-EXCAVATOR FROM PAPE MACHINERY.

RECOMMENDED BY: Derek Matheson, City Manager

ATTACHMENT(S):

1. Proposed Resolution

PREPARED BY: Ross Junkin, Maintenance Supervisor
Shellie Bates, Programs Supervisor/Public Works

EXPLANATION:

On December 10, 2013, the city council approved the 2014 budget. The approved budget included a decision card to purchase a mini-excavator and trailer.

The Fleet Manager determined it would be in our best interest financially, as well as with respect to maintenance of the equipment, to search for and purchase a slightly used mini-excavator. In researching the various models/sizes of excavators to purchase, he determined that the most appropriate size of mini-excavator for the city would be a 6-ton model. Reasons for coming to this conclusion included greater lifting capacities, future attachment options, longer reaching capability, reduced fuel consumption as well as meeting current emission standards (which meets Section 36 of Covington's Fleet Management Policy on Green Fleets). Without success, he searched numerous web sites, dealers, and equipment sales yards trying to locate a slightly used, late-model 6-ton mini-excavator that fit the city's needs. He did not locate an available used excavator for sale that would fit our budget nor match the city's needs. He finally located a 2013 Hitachi ZX60 mini-excavator with 240 hours at Pape Machinery in Tacoma. This excavator was not in the lot "for sale". Rather, it was part of their rental fleet. In speaking with their sales representative, it was determined that the city could purchase this excavator and receive a government discount from John Deere (parent company). The sale price of this excavator is \$65,000, which includes a 5-year warranty. The 5-year warranty is important as the city does not have in-house fleet maintenance as part of its functions at this time. The cost savings for this unit is roughly \$15,000 over the purchase of a new one. The Fleet Manager could not find a comparable used excavator for sale anywhere. This mini-excavator meets the needs and is a great fit for the city's maintenance department.

A resolution (see attachment #1) is needed to purchase this mini-excavator. This resolution will give staff approval to purchase the used 2013 Hitachi ZX60 mini-excavator and will waive standard competitive bidding requirements by determining that the "special market conditions" and "sole source" exemptions provided for in RCW 39.04.280 (a) and (b) apply to the purchase of the mini-excavator.

In summary, purchasing the Hitachi ZX60 mini-excavator at this time is a good fit for Covington due to the following:

- Greater lifting capabilities of the 6-ton excavator over a 4 or 5-ton unit.
- Includes a 5-year warranty.
- By purchasing a newer model, the expected maintenance costs should be lower than a 4-5 year old unit.
- More attachment options for the 6-ton excavator vs. a smaller less powerful 4 or 5-ton unit.
- The equipment replacement timeline was expected to be 10 years for a used unit. By purchasing a nearly new machine, the replacement timeframe can be extended to 15 years, creating an annual cost savings over its life.

ALTERNATIVES:

Not to purchase the used Hitachi ZX60 mini-excavator and continue looking for equipment to meet our needs.

FISCAL IMPACT:

Approved Decision Card:

Mini-Excavator	\$55,000 (includes tax)
Trailer	\$16,000 (includes tax and license)
Fuel	\$1,000
Supplies/repairs	\$2,650
Equipment replacement	<u>\$5,500</u>
TOTAL	\$80,150

Proposed Costs:

\$70,590
\$14,000
\$ 1,000
\$ 650
<u>\$ 4,333</u>
\$90,573

Note: An additional \$10,423 will need to be allocated above the approved decision card amount of \$80,150. In order to make up the difference in costs, the Fleet Manager has outlined the following option:

- Use the existing fund splits as outlined in the decision card; charge the SWM fund \$8,860 and the Street fund \$1,563 respectively. We can reduce certain line items in the SWM and Street funds respectively. This would not increase the base budget. Some of these line items could include: small tools/equipment, equipment rental, and operating supplies.

CITY COUNCIL ACTION: ___ Ordinance X Resolution ___ Motion ___ Other

Council member _____ moves, Council member _____ seconds, to pass a Resolution authorizing the purchase of a used 2013 Hitachi ZX60 mini-excavator from Pape Machinery.

REVIEWED BY: City Manager, City Attorney, Finance Director

RESOLUTION NO. 14-01

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COVINGTON, KING COUNTY, WASHINGTON, AUTHORIZING THE PURCHASE OF A USED 2013 HITACHI ZX60 MINI-EXCAVATOR FROM PAPE MACHINERY.

WHEREAS, Chapter 39.04.280 of the Revised Code of Washington (RCW) allows for exemptions from standard bidding procedures based on special market conditions and sole source findings for qualifying purchases; and

WHEREAS, the city council approved a decision card for the city to purchase a mini-excavator in 2014; and

WHEREAS, the city's Fleet Manager thoroughly researched used mini-excavators that would meet the city's needs both in function and cost and found only one used mini-excavator that fit the city's needs and is within the city's budget; and

WHEREAS, the identified used mini-excavator is part of a rental fleet that is not normally offered for sale and could be surplussed by the seller before the city is able to complete a formal bidding process;

BE IT RESOLVED by the City Council of the City of Covington, King County, Washington, as follows:

Section 1. The purchase of a used 2013 Hitachi ZX60 mini-excavator from Pape Machinery in Tacoma, WA, for the purchase price of \$65,000 plus applicable sales tax is hereby approved.

Section 2. RCW 39.04.280 authorizes the city council to waive standard competitive bidding requirements for the purchase of equipment in the event of "special market conditions" and/or if only a sole provider exists for procurement of the equipment. To the extent any bidding requirements apply to the purchase of the equipment, in light of the findings of facts set forth herein, the city council finds that special market conditions and sole source exemptions under RCW 39.04.280(a) and (b) exist and that all bidding requirements (if any) are hereby waived for the purchase of the specified equipment in Section 1 herein.

Section 3. The city council hereby finds the following facts relating to the special market conditions and sole source procurement of the specified equipment.

- a. The provider, Pape Machinery, is willing to sell to the city a used 2013 Hitachi ZX60 mini-excavator that would normally not be offered for purchase.
- b. The mini-excavator is being offered for a favorable price and includes a five-year warranty.

- c. The equipment may be sold or surplussed by the provider before the city could complete a formal bid process.
- d. No other equipment has been found that meets the needs and budget of the city.

PASSED in open and regular session on this 11th day of February, 2014.

MARGARET HARTO, MAYOR

ATTESTED:

Sharon Scott, City Clerk

APPROVED AS TO FORM:

Sara Springer, City Attorney

Consent Agenda Item C-4

Covington City Council Meeting

Date: February 11, 2014

SUBJECT: CONSIDER INTERLOCAL AGREEMENT BETWEEN THE COVINGTON TRANSPORTATION BENEFIT DISTRICT (“DISTRICT”) AND THE CITY OF COVINGTON (“CITY”).

RECOMMENDED BY: Sara Springer, City Attorney

ATTACHMENT(S):

1. Proposed Resolution Adopting Interlocal Agreement
2. Proposed Interlocal Agreement

PREPARED BY: Sara Springer, City Attorney

EXPLANATION:

Pursuant to Chapter 39.34 RCW, an interlocal agreement is required between the District and the City to provide for the transfer of funds, staff services to be shared, and to develop an annual work plan.

The District’s funding source is not yet known. Accordingly, at this time, the attached proposed interlocal agreement may require future amendments depending on any adopted future funding sources.

ALTERNATIVES:

1. Return to staff to amend the terms of the agreement.

FISCAL IMPACT:

No fiscal impact.

CITY COUNCIL ACTION: _____ Ordinance X Resolution _____ Motion _____ Other

Council member _____ moves and council member _____ seconds to pass a resolution approving the City Manager to execute an interlocal agreement between the Covington Transportation Benefit District and the City of Covington.

REVIEWED BY: City Manager, Finance Director, City Attorney

RESOLUTION NO. 14-02

**A RESOLUTION OF THE CITY OF COVINGTON
APPROVING AN INTERLOCAL AGREEMENT BETWEEN
THE COVINGTON TRANSPORTATION BENEFIT
DISTRICT AND THE CITY OF COVINGTON, KING
COUNTY, WASHINGTON.**

WHEREAS, pursuant to Ordinance No. 02-13, the City of Covington established the Covington Transportation Benefit District (“District”) and authorized funding for any purpose allowed by law including to operate the District and to make transportation improvements consistent with existing state, regional, and local transportation plans and necessitated by existing or reasonably foreseeable congestion levels pursuant to Chapter 36.73 RCW; and

WHEREAS, the District will collect revenue in accordance with Chapter 36.73 RCW but lacks internal staff to manage its daily affairs; and

WHEREAS, Covington and the District desire to better coordinate their efforts in order to pursue their individual, joint, and mutual rights and obligations to fulfill the intent of Ordinance No. 02-13;

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Covington as follows:

Section 1. The Interlocal Agreement between the City of Covington and the Covington Transportation Benefit District attached hereto as Exhibit 1 and incorporated herein by this reference is hereby approved and the City Manager is hereby authorized to execute the Agreement on behalf of the City.

PASSED by the City Council of the City of Covington this 11th day of February, 2014.

APPROVED:

Margaret Harto, Mayor

Attest:

Approved as to Form:

Sharon Scott, City Clerk

Sara Springer, City Attorney

**INTERLOCAL AGREEMENT
BETWEEN
COVINGTON TRANSPORTATION BENEFIT DISTRICT
AND THE
CITY OF COVINGTON**

THIS AGREEMENT is entered into this 11th day of February, 2014, by and between the City of Covington, Washington (the “City” or “Covington”), and the Covington Transportation Benefit District (“District”), each of which is organized as a municipal corporation under the laws of the State of Washington.

WHEREAS, Chapter 39.34 RCW permits local governmental units to make the most efficient use of their powers by enabling them to cooperate on the basis of mutual advantage; and

WHEREAS, Covington is empowered to operate, maintain, construct, and reconstruct, public street infrastructure within its city limits in accordance with the power granted pursuant to RCW 35A.11.020 and Chapter 35A.47 RCW; and

WHEREAS, pursuant to Ordinance No. 02-13, Covington established the District for any purpose allowed by law, including to operate the District and to make transportation improvements consistent with existing state, regional, and local transportation plans;

NOW THEREFORE, in consideration of the of the mutual benefits to be derived and to coordinate their efforts through the structure provided by the Interlocal Cooperation Act, Chapter 39.34 RCW, the parties hereby agree as follows.

1. Purpose and Interpretation. Covington is empowered by Title 35A RCW to construct, reconstruct, maintain, and preserve city streets and other related public infrastructure either by contract or through the use of city labor forces. The District has been constituted in accordance with state law to provide a source of funding for the maintenance and preservation of streets and related infrastructure within the city limits of Covington. The District has no employees and its officers are either Covington city council members serving in an *ex officio* capacity or are city employees designated to serve under the provisions of state law and the District. In order to make the most efficient use of public monies, to avoid duplication of effort, and to coordinate their efforts, the parties have entered into this Agreement. In the event of ambiguity or if the need for guidance arises, this Agreement shall be interpreted in accordance with Chapter 36.73 RCW, the Organizational Rules and Bylaws of the District, and the provisions of the Governmental Accounting Act and RCW 43.09.210 as the same exists or shall hereafter be amended. In the event that any provision of this Agreement is held to be in conflict with existing state statute or any future amendment thereof, such provisions shall be severable and the remaining provisions of this Agreement shall remain in full force and effect.

2. Obligations of the District. In accordance with the requirements of Chapter 36.73 RCW, Covington Ordinance No. 02-13, and the District's Organizational Rules and Bylaws, the District agrees to:

2.1 Provide to Covington all funding received from any and all lawful sources that the District, in its sole discretion, may levy for the purpose of completing the District's authorized projects.

2.2 Continue the annual provision of funding for the projects approved by the District, so long as the District remains in existence. Such funding shall be in accordance with and limited by the provisions of Ordinance No. 02-13, the District's Organizational Rules and Bylaws, and Chapter 36.73 RCW.

3. Undertakings of Covington. Covington shall:

3.1 Provide all staff and necessary related support to the District. The costs of such support shall be accounted for as a part of Covington's annual report to the District. District funding shall first be applied to the reasonable charges incurred in establishing and staffing the District. Annual services provided may include the services provided by the City Attorney, the City Clerk when serving as the Clerk of the District, the City's Finance Director when serving as its Treasurer, the City Manager when serving as the Chief Executive Officer (CEO), any other employees of Covington that serve the District, and any associated costs, including, but not limited to, the preparation of an annual work plan, reporting, advertising, engineering design, project bidding, contracting, construction management, accounting, and any and all other actual charges or Covington/District agreed upon percentage of charges associated with the proper application of District funding in accordance with state law and Covington ordinance. In consideration of the benefits derived by Covington, overhead charges including, but not limited to, utilities, information technology, office supplies, and equipment shall be a contribution of Covington to the parties' joint goals and objectives and need not be directly charged back to the District. All costs of annual audits shall be borne by the District. All costs associated with the issuance of debt shall be paid by the District.

3.2 Maintain financial records for the period established by the State Archivist's retention schedule and kept in accordance with generally accepted accounting practice and governmental accounting requirements, as necessary, to document that any and all funding received through the District is used only for the projects authorized in accordance with state law and Covington ordinance.

3.3 Immediately alert the District of any material changes in scope, schedule, or cost increases of twenty percent (20%) or greater to improvements funded in part or whole with District funds.

3.4 Utilize funding provided for projects shown on the District's annual work plan in accordance with the District's material charge policy, state law, and Covington ordinance.

4. Ownership. Streets and related transportation infrastructure preserved and maintained with District funds are and shall remain the property of the Covington. No joint property ownership is contemplated under the terms of this Agreement.

5. No Joint Board. No provision is made for a joint board. The District shall exercise its function in accordance with its organizational rules and bylaws, using staff as provided by Covington pursuant to state law and to this Agreement.

6. Insurance; Indemnity.

6.1 The parties agree to participate in the Washington Cities Insurance Authority (WCIA) insurance pool in accordance with their respective interlocal agreements with the WCIA. The original charge or premium for inclusion of the District in the WCIA insurance pool will be borne by Covington as a cost for establishing the District, pursuant to Section 3.1 herein, and shall be paid for with funds received from or through the District. In the event that either or both parties cease to participate in the WCIA pool, the party or parties agree to obtain comparable insurance coverage for the duration of this Agreement.

6.2 Each party agrees to indemnify and hold harmless the other party, its officers, agents, employees, and volunteers from any claim, loss, or liability arising from or out of the that party's negligent, tortious, or illegal actions under this Agreement.

7. Termination.

7.1 This Agreement may be terminated by either party upon the provision of one hundred and eighty (180) calendar days written notice. A final reconciliation of costs, payment, and a current report of completed activities shall be completed by Covington within such period following notice by either party.

7.2 Unless sooner terminated by either party, this Agreement shall expire on the date when the District is automatically dissolved in accordance with provisions of Chapter 36.73 RCW and Covington Ordinance No. 02-13, as the same exists or is hereafter amended.

8. Effective Date. This Agreement shall be effective upon the last authorizing signature affixed hereto and when listed by subject on the City of Covington's website or other electronically retrievable public source as required by RCW 39.34.040.

SIGNATURES PROVIDED ON THE NEXT PAGE.

IN WITNESS WHEREOF, the parties have executed this Agreement on the date first written above.

COVINGTON TRANSPORTATION
BENEFIT DISTRICT

CITY OF COVINGTON

Margaret Harto, Chair

Derek Matheson, City Manager

Attest:

Sharon Scott, City Clerk

APPROVED AS TO FORM

Sara Springer, City Attorney

SUBJECT: AUTHORIZE THE CITY MANAGER TO SIGN A COMMERCE GRANT
CONTRACT FOR COVINGTON COMMUNITY PARK PHASE 2

RECOMMENDED BY: Scott Thomas, Parks and Recreation Director

ATTACHMENT(S):

1. Proposed Department of Commerce Grant Contract.

PREPARED BY: Scott Thomas, Parks and Recreation Director

EXPLANATION:

During the 2013 legislative session Representatives Pat Sullivan and Mark Hargrove joined with Senator Fain to provide an appropriation to the City for the purpose of building the second phase of Covington Community Park. Securing this appropriation kick started the planning and design process in late 2013, including hiring a temporary park planner to handle the work. Approving this motion authorizes the City Manager to sign the grant contract, providing \$2,050,000 for planning, design and construction of the park, and also creating significant obligations.

In signing this agreement the City is committing to not only design and build, but also to maintain the new phase. The contract states that the project is to construct a community event stage, picnic shelters, outdoor exercise equipment, tennis courts, and infrastructure to address unmet needs in the community and provide access to recreational facilities for a period of ten years.

The timeline for the project is to complete design by the end of this year and bid the project in the winter of 2015, with construction completed by fall 2016. The park outside the construction zone will remain open during construction. When construction is completed the entire park will reopen.

Construction of phase 2 creates a new ongoing need for maintenance. We will identify additional maintenance tasks and costs as the design proceeds. The current maintenance cost is approximately \$104,000 per year. Currently there is approximately \$69,000 per year of capacity in the portion of the existing utility tax that is dedicated specifically to maintenance and operation of parks. We will verify that this is sufficient funding before we proceed to construction.

We will also need to verify that we have sufficient capital funds before we proceed to construction. The planning level construction cost estimate is approximately \$3,000,000. The legislative appropriation covers \$2,050,000. We are seeking grant funding of \$500,000 this summer. Depending on the cost determined in the design process, we may need to identify and secure an additional \$450,000 before we proceed to construction. Potential ways to close the

funding gap are reduce the scope and cost of the project, grant funding, and City funds allocated during the Parks Capital Improvement Program (CIP) project currently underway.

ALTERNATIVES:

1. Authorize the City Manager to execute the contract at this time. If capital and maintenance funding are not approved as part of the 2015 Park CIP and operating budgets we will need to terminate this contract. Terminating the contract will require the City to repay any grant reimbursements to date and will have a negative effect on future grant applications.
2. Authorize the City Manager to execute the contract after the 2015 budget process. Delaying execution of this contract until late November or December is low performance from the granting agency's point of view and leaves the funding vulnerable to be re-appropriated. Further, project management and design must proceed in order to compete for grant funds, so the City would need to cover those costs out of existing funds not currently included in the Parks and Recreation Department budget.
3. Do not authorize the City Manager to execute the contract. The Commerce grant is a necessary component of design and construction funding for Covington Community Park Phase 2. If the contract is not approved, the City cannot proceed with design, grant applications or construction.

FISCAL IMPACT:

Revenue from the grant is \$2,050,000. The total project cost listed in the grant contract is \$3,000,000. Additional city funds, along with possible grant funds such as WWRP, LWCF and King County YSFG may also be utilized on this project.

CITY COUNCIL ACTION: Ordinance Resolution Motion Other

Council member _____ moves, Council member _____ seconds, to authorize the City Manager to sign the grant contract for construction of Covington Community Park Phase 2.

REVIEWED BY: Parks and Recreation Director, Finance Director, City Attorney, City Manager



Department of Commerce

Innovation is in our nature.

Grant to

City of Covington

through

The Projects that Strengthen Communities Program

For

Funds will be used for Phase 2 renovations of Covington Community Park.

Start date: July 1, 2013

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Attachment A, Scope of Work; Attachment B, Budget; Attachment C, Availability of Funds;
Attachment D Certification of Prevailing Wages; Attachment E, Certification of LEED.

FACE SHEET

Grant Number: 14-93220-006

**Washington State Department of Commerce
Community Services & Housing Division
Community Capital Facilities Unit**

1. Grantee City of Covington 16720 SE 271st Street, Suite 100 Covington, Washington 98042		2. Grantee Doing Business As (optional) _____ _____	
3. Grantee Representative Scott Thomas Parks & Recreation Director 253-480-2481 sthomas@covingtonwa.gov		4. COMMERCE Representative Bill Cole Managing Director 360-725-3005 360-586-5880 Bill.Cole@commerce.wa.gov P.O. Box 42525 1011 Plum Street SE Olympia, WA 98504-2525 	
5. Grant Amount \$2,050,000.00	6. Funding Source Federal: <input type="checkbox"/> State: <input checked="" type="checkbox"/> Other: <input type="checkbox"/> N/A: <input type="checkbox"/>	7. Start Date 7/1/2013	8. End Date 6/30/2017
9. Federal Funds (as applicable) N/A	<u>Federal Agency</u> N/A	<u>CFDA Number</u> N/A	
10. Tax ID # 91-1829887	11. SWV # 0003097-00	12. UBI # _____	13. DUNS # N/A
14. Grant Purpose The outcome of this performance-based contract is for Phase 2 renovations to the Covington Community Park as referenced in Attachment A – Scope of Work. COMMERCE, defined as the Department of Commerce, and the Grantee, as defined above, acknowledge and accept the terms of this Grant and attachments and have executed this Grant on the date below to start as of the date and year referenced above. The rights and obligations of both parties to this Grant are governed by this Grant and the following other documents incorporated by reference: Grant Terms and Conditions including Attachment “A” – Scope of Work, Attachment “B” – Budget, Attachment “C” – Certification of Availability of Funds to Complete the Project, Attachment “D” – Certification of the Payment and Reporting of Prevailing Wages, Attachment “E” – Certification of Intent to Enter LEED process.			
FOR GRANTEE _____ Derek Matheson, City Manager _____ Date		FOR COMMERCE _____ Diane Klontz, Assistant Director _____ Date APPROVED AS TO FORM ONLY _____ <i>Mark Calkins, A.A.G.</i> Mark Calkins _____ Date 01-13-14	

**SPECIAL TERMS AND CONDITIONS
GENERAL GRANT
STATE FUNDS**

THIS CONTRACT, entered into by and between City of Covington (a unit of local government) hereinafter referred to as the Grantee), and the Washington State Department of Commerce (hereinafter referred to as COMMERCE), WITNESSES THAT:

WHEREAS, COMMERCE has the statutory authority under RCW 43.330.050 (5) to cooperate with and provide assistance to local governments, businesses, and community-based organizations; and

WHEREAS, COMMERCE is also given the responsibility to administer state funds and programs which are assigned to COMMERCE by the Governor or the Washington State Legislature; and

WHEREAS, the Washington State Legislature has, in Laws of 2013, 2nd Special Session, Chapter 19, Section 1078, made an appropriation to support the Projects that Strengthen Communities Program, and directed COMMERCE to administer those funds; and

WHEREAS, the enabling legislation also stipulates that the Grantee is eligible to receive funding for acquisition, construction, or rehabilitation (a venture hereinafter referred to as the "Project").

NOW, THEREFORE, in consideration of covenants, conditions, performances, and promises hereinafter contained, the parties hereto agree as follows:

1. GRANT MANAGEMENT

The Representative for each of the parties shall be responsible for and shall be the contact person for all communications and billings regarding the performance of this Grant.

The Representative for COMMERCE and their contact information are identified on the Face Sheet of this Grant.

The Representative for the Grantee and their contact information are identified on the Face Sheet of this Grant.

2. COMPENSATION

COMMERCE shall pay an amount not to exceed \$2,050,000.00 for the capital costs necessary for or incidental to the performance of work as set forth in the Scope of Work.

3. CERTIFICATION OF FUNDS PERFORMANCE MEASURES

A. The release of state funds under this contract is contingent upon the Grantee certifying that it has expended or has access to funds from non-state sources as set forth in ATTACHMENT C (CERTIFICATION OF THE AVAILABILITY OF FUNDS TO COMPLETE THE PROJECT), hereof. Such non-state sources may consist of a combination of any of the following:

- i) Eligible Project expenditures prior to the execution of this contract.
- ii) Cash dedicated to the Project.
- iii) Funds available through a letter of credit or other binding loan commitment(s).
- iv) Pledges from foundations or corporations.
- v) Pledges from individual donors.

**SPECIAL TERMS AND CONDITIONS
GENERAL GRANT
STATE FUNDS**

- vi) The value of real property when acquired solely for the purposes of this Project, as established and evidenced by a current market value appraisal performed by a licensed, professional real estate appraiser, or a current property tax statement. COMMERCE will not consider appraisals for prospective values of such property for the purposes of calculating the amount of non-state matching fund credit.
- vii) In-kind contributions, subject to COMMERCE'S approval.

B. The Grantee shall maintain records sufficient to evidence that it has access to or has expended funds from such non-state sources, and shall make such records available for COMMERCE'S review upon reasonable request.

4. PREVAILING WAGE LAW

The Project funded under this Grant may be subject to state prevailing wage law (Chapter 39.12 RCW). The Grantee is advised to consult the Industrial Statistician at the Washington Department of Labor and Industries to determine whether prevailing wages must be paid. COMMERCE is not responsible for determining whether prevailing wage applies to this Project or for any prevailing wage payments that may be required by law.

5. DOCUMENTATION AND SECURITY

The provisions of this section shall apply to capital projects performed by nonprofit organizations that involve the expenditure of \$250,000 or more in state funds. Projects for which the grant award or legislative intent documents specify that the state funding is to be used for design only are exempt from this section.

- A. Deed of Trust. This Grant shall be evidenced by a promissory note and secured by a deed of trust or other appropriate security instrument in favor of COMMERCE (the "Deed of Trust"). The Deed of Trust shall be recorded in the County where the Project is located, and the original returned to COMMERCE after recordation within ninety (90) days of contract execution. The Deed of Trust must be recorded before COMMERCE will reimburse the Grantee for any Project costs. The amount secured by the Deed of Trust shall be the amount of the grant as set forth in Section 2, hereof.
- B. Term of Deed of Trust. The Deed of Trust shall remain in full force and effect for a period of ten (10) years following the final payment of state funds to the Grantee under this grant. Upon satisfaction of the ten-year term requirement and all other grant terms and conditions, COMMERCE shall, upon written request of the Grantee, take appropriate action to reconvey the Deed of Trust.
- C. Title Insurance. The Grantee shall purchase an extended coverage lender's policy of title insurance insuring the lien position of the Deed of Trust in an amount not less than the amount of the grant.
- D. Subordination. COMMERCE may agree to subordinate its deed of trust upon request from a private or public lender. Any such request shall be submitted to COMMERCE in writing, and COMMERCE shall respond to the request in writing within thirty (30) days of receiving the request.

**SPECIAL TERMS AND CONDITIONS
GENERAL GRANT
STATE FUNDS**

6. BASIS FOR ESTABLISHING REAL PROPERTY VALUES FOR ACQUISITIONS OF REAL PROPERTY PERFORMANCE MEASURES

When the grant is used to fund the acquisition of real property, the value of the real property eligible for reimbursement under this grant shall be established as follows:

- a. Grantee purchases of real property from an independent third-party seller shall be evidenced by a current appraisal prepared by a licensed Washington State commercial real estate appraiser, or a current property tax statement.
- b. Grantee purchases of real property from a subsidiary organization, such as an affiliated LLC, shall be evidenced by a current appraisal prepared by a licensed Washington State commercial real estate appraiser or the prior purchase price of the property plus holding costs, whichever is less.

7. EXPENDITURES ELIGIBLE FOR REIMBURSEMENT

The Grantee may be reimbursed, at the rate set forth elsewhere in this contract, for Project expenditures in the following cost categories:

- A. Real property, and costs directly associated with such purchase, when purchased or acquired solely for the purposes of the Project;
- B. Design, engineering, architectural, and planning;
- C. Construction management and observation (from external sources only);
- D. Construction costs including, but not limited to, the following:
 - Site preparation and improvements;
 - Permits and fees;
 - Labor and materials;
 - Taxes on Project goods and services;
 - Capitalized equipment;
 - Information technology infrastructure; and
 - Landscaping.

8. BILLING PROCEDURES AND PAYMENT

COMMERCE shall reimburse the Grantee for one-hundred percent (100%) of eligible Project expenditures, up to the maximum payable under this contract. When requesting reimbursement for expenditures made, the Grantee shall submit to COMMERCE a signed and completed Invoice Voucher (Form A-19), that documents capitalized Project activity performed – by budget line item – for the billing period.

The Grantee shall evidence the costs claimed on each voucher by including copies of each invoice received from vendors providing Project goods or services covered by the contract. The Grantee shall also provide COMMERCE with a copy of the cancelled check or electronic funds transfer, as applicable, that confirms that they have paid each expenditure being claimed. The cancelled checks or electronic funds transfers may be submitted to COMMERCE at the time the voucher is initially submitted, or within thirty (30) days thereafter.

The voucher must be certified (signed) by an official of the Grantee with authority to bind the Grantee. The final voucher shall be submitted to COMMERCE within sixty (60) days following the completion of work or other termination of this contract, or within fifteen (15) days following the end of the state biennium unless contract funds are reappropriated by the Legislature in accordance with Section 18, hereof.

**SPECIAL TERMS AND CONDITIONS
GENERAL GRANT
STATE FUNDS**

Each request for payment must be accompanied by a Project Status Report, which describes, in narrative form, the progress made on the Project since the last invoice was submitted, as well as a report of Project status to date. COMMERCE will not release payment for any reimbursement request received unless and until the Project Status Report is received. After approving the Invoice Voucher and Project Status Report, COMMERCE shall promptly remit a warrant to the Grantee.

COMMERCE will pay Grantee upon acceptance of services provided and receipt of properly completed invoices, which shall be submitted to the Representative for COMMERCE not more often than monthly.

Payment shall be considered timely if made by COMMERCE within thirty (30) calendar days after receipt of properly completed invoices. Payment shall be sent to the address designated by the Grantee.

COMMERCE may, in its sole discretion, terminate the Grant or withhold payments claimed by the Grantee for services rendered if the Grantee fails to satisfactorily comply with any term or condition of this Grant.

No payments in advance or in anticipation of services or supplies to be provided under this Agreement shall be made by COMMERCE.

Duplication of Billed Costs

The Grantee shall not bill COMMERCE for services performed under this Agreement, and COMMERCE shall not pay the Grantee, if the Grantee is entitled to payment or has been or will be paid by any other source, including grants, for that service.

Disallowed Costs

The Grantee is responsible for any audit exceptions or disallowed costs incurred by its own organization or that of its subgrantees.

9. INSURANCE

The Grantee shall provide insurance coverage as set out in this section. The intent of the required insurance is to protect the state of Washington should there be any claims, suits, actions, costs, damages or expenses arising from any loss, or negligent or intentional act or omission of the Grantee, or Subgrantee, or agents of either, while performing under the terms of this Grant.

The insurance required shall be issued by an insurance company authorized to do business within the state of Washington. The insurance shall name the state of Washington, its agents, officers, and employees as additional insureds under the insurance policy. All policies shall be primary to any other valid and collectable insurance. The Grantee shall instruct the insurers to give COMMERCE thirty (30) calendar days advance notice of any insurance cancellation or modification.

The Grantee shall submit to COMMERCE within fifteen (15) calendar days of the Grant start date, a certificate of insurance which outlines the coverage and limits defined in this insurance section. During the term of the Grant, the Grantee shall submit renewal certificates not less than thirty (30) calendar days prior to expiration of each policy required under this section.

The Grantee shall provide insurance coverage that shall be maintained in full force and effect during the term of this Grant, as follows:

Commercial General Liability Insurance Policy. Provide a Commercial General Liability Insurance Policy, including contractual liability, written on an occurrence basis, in adequate quantity to protect against legal liability arising out of Grant activity but no less than \$1,000,000 per occurrence. Additionally, the Grantee is responsible for ensuring that any Subgrantees provide adequate insurance coverage for the activities arising out of subgrants.

Fidelity Insurance. Every officer, director, employee, or agent who is authorized to act on behalf of the Grantee for the purpose of receiving or depositing funds into program accounts or issuing

**SPECIAL TERMS AND CONDITIONS
GENERAL GRANT
STATE FUNDS**

financial documents, checks, or other instruments of payment for program costs shall be insured to provide protection against loss:

- A. The amount of fidelity coverage secured pursuant to this Grant shall be \$2,000,000 or the highest of planned reimbursement for the Grant period, whichever is lowest. Fidelity insurance secured pursuant to this paragraph shall name the Grantor as beneficiary.
- B. Subgrantees that receive \$10,000 or more per year in funding through this Grant shall secure fidelity insurance as noted above. Fidelity insurance secured by Subgrantees pursuant to this paragraph shall name the Grantee and the Grantee's fiscal agent as beneficiary.
- C. The Grantee shall provide, at COMMERCE's request, copies of insurance instruments or certifications from the insurance issuing agency. The copies or certifications shall show the insurance coverage, the designated beneficiary, who is covered, the amounts, the period of coverage, and that COMMERCE will be provided thirty (30) days advance written notice of cancellation.

Grantees and Local Governments that Participate in a Self-Insurance Program.

Self-Insured/Liability Pool or Self-Insured Risk Management Program – With prior approval from COMMERCE, the Grantee may provide the coverage above under a self-insured/liability pool or self-insured risk management program. In order to obtain permission from COMMERCE, the Grantee shall provide: (1) a description of its self-insurance program, and (2) a certificate and/or letter of coverage that outlines coverage limits and deductibles. All self-insured risk management programs or self-insured/liability pool financial reports must comply with Generally Accepted Accounting Principles (GAAP) and adhere to accounting standards promulgated by: 1) Governmental Accounting Standards Board (GASB), 2) Financial Accounting Standards Board (FASB), and 3) the Washington State Auditor's annual instructions for financial reporting. Contractor's participating in joint risk pools shall maintain sufficient documentation to support the aggregate claim liability information reported on the balance sheet. The state of Washington, its agents, and employees need not be named as additional insured under a self-insured property/liability pool, if the pool is prohibited from naming third parties as additional insured.

Grantee shall provide annually to COMMERCE a summary of coverages and a letter of self insurance, evidencing continued coverage under Grantee's self-insured/liability pool or self-insured risk management program. Such annual summary of coverage and letter of self insurance will be provided on the anniversary of the start date of this Agreement.

10. ORDER OF PRECEDENCE

In the event of an inconsistency in this Grant, the inconsistency shall be resolved by giving precedence in the following order:

- Applicable federal and state of Washington statutes and regulations
- Special Terms and Conditions
- General Terms and Conditions
- Attachment A – Scope of Work
- Attachment B – Budget
- Attachment C – Certification of the Availability of Funds to Complete the Project
- Attachment D – Certification of the Payment and Reporting of Prevailing Wages
- Attachment E – Certification of Intent to Enter the Leadership in Energy and Environmental Design (LEED) Certification Process

11. REDUCTION IN FUNDS

In the event state funds appropriated for the work contemplated under this contract are withdrawn, reduced, or limited in any way by the Governor or the Washington State Legislature during the contract period, the parties hereto shall be bound by any such revised funding limitations as

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implemented at the discretion of COMMERCE, and shall meet and renegotiate the contract accordingly.

12. OWNERSHIP OF PROJECT/CAPITAL FACILITIES

COMMERCE makes no claim to any real property improved or constructed with funds awarded under this contract and does not assert and will not acquire any ownership interest in or title to the capital facilities and/or equipment constructed or purchased with state funds under this contract; provided, however, that Commerce may be granted a security interest in real property, to secure funds awarded under this contract. This provision does not extend to claims that COMMERCE may bring against the Grantee in recapturing funds expended in violation of this contract.

13. CHANGE OF OWNERSHIP OR USE FOR GRANTEE-OWNED PROPERTY

- A. The Grantee understands and agrees that any and all real property or facilities owned by the Grantee that are acquired, constructed, or otherwise improved by the Grantee using state funds under this contract shall be held and used by the Grantee for the purpose or purposes stated elsewhere in this contract for a period of at least ten (10) years from the date the final payment is made hereunder.
- B. This provision shall not be construed to prohibit the Grantee from selling any property or properties described in this section; Provided, that any such sale shall be subject to prior review and approval by COMMERCE, and that all proceeds from such sale shall be applied to the purchase price of a different facility or facilities of equal or greater value than the original facility and that any such new facility or facilities will be used for the purpose or purposes stated elsewhere in this contract.
- C. In the event the Grantee is found to be out of compliance with this section, the Grantee shall repay to the state general fund the principal amount of the grant as stated in Section 1, hereof, plus interest calculated at the rate of interest on state of Washington general obligation bonds issued most closely to the effective date of the legislation in which the subject facility was authorized. Repayment shall be made pursuant to Section 19 (Recapture provision).

14. CHANGE OF USE FOR LEASED PROPERTY PERFORMANCE MEASURE

- A. The Grantee understands and agrees that any facility leased by the Grantee that is constructed, renovated, or otherwise improved using state funds under this contract shall be used by the Grantee for the purpose or purposes stated elsewhere in this contract for a period of at least ten (10) years from the date the final payment is made hereunder.
- B. In the event the Grantee is found to be out of compliance with this section, the Grantee shall repay to the state general fund the principal amount of the grant as stated in Section 1, hereof, plus interest calculated at the rate of interest on state of Washington general obligation bonds issued most closely to the effective date of the legislation in which the subject facility was authorized. Repayment shall be made pursuant to Section 19 (Recapture Provision).

15. MODIFICATION TO THE PROJECT BUDGET

- A. Notwithstanding any other provision of this contract, the Grantee may, at its discretion, make modifications to line items in the Project Budget (Attachment B), hereof, that will not increase the line item by more than fifteen percent (15%).
- B. The Grantee shall notify COMMERCE in writing (by email or regular mail) when proposing any budget modification or modifications to a line item in the Project Budget (Attachment B,) hereof, that would increase the line item by more than fifteen percent (15%). Conversely, COMMERCE may initiate the budget modification approval process if presented with a request for payment

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under this contract that would cause one or more budget line items to exceed the 15 percent (15%) threshold increase described above.

- C. Any such budget modification or modifications as described above shall require the written approval of COMMERCE (by email or regular mail), and such written approval shall amend the Project Budget. Each party to this contract will retain and make any and all documents related to such budget modifications a part of their respective contract file.
- D. Nothing in this section shall be construed to permit an increase in the amount of funds available for the Project, as set forth in Section 2 of this contract.

16. SIGNAGE, MARKERS AND PUBLICATIONS

If, during the period covered by this contract, the Grantee displays or circulates any communication, publication, or donor recognition identifying the financial participants in the Project, any such communication or publication must identify "The Taxpayers of Washington State" as a participant.

17. HISTORICAL AND CULTURAL ARTIFACTS

In the event that historical or cultural artifacts are discovered at the Project site during construction, the Grantee shall immediately stop construction and notify the local historical preservation officer and the state historical preservation officer at the Washington State Department of Archaeology and Historic Preservation.

18. REAPPROPRIATION

- A. The parties hereto understand and agree that any state funds not expended by June 30, 2015 will lapse on that date unless specifically reappropriated by the Washington State Legislature. If funds are so reappropriated, the state's obligation under the terms of this contract shall be contingent upon the terms of such reappropriation.
- B. In the event any funds awarded under this contract are reappropriated for use in a future biennium, COMMERCE reserves the right to assign a reasonable share of any such reappropriation for administrative costs.

19. RECAPTURE

In the event that the Grantee fails to perform this Grant in accordance with state laws, federal laws, and/or the provisions of this Grant, COMMERCE reserves the right to recapture all funds disbursed under the Grant, in addition to any other remedies available at law or in equity. This provision supersedes the Recapture provision in Section 27 of the General Terms and Conditions.

20. TERMINATION FOR FRAUD OR MISREPRESENTATION

In the event the Grantee commits fraud or makes any misrepresentation in connection with the Grant application or during the performance of this contract, COMMERCE reserves the right to terminate or amend this contract accordingly, including the right to recapture all funds disbursed to the Grantee under the Grant.

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1. DEFINITIONS

As used throughout this Grant, the following terms shall have the meaning set forth below:

- A. "Authorized Representative" shall mean the Director and/or the designee authorized in writing to act on the Director's behalf.
- B. "Grantee" shall mean the entity identified on the face sheet performing service(s) under this Grant, and shall include all employees and agents of the Grantee.
- C. "COMMERCE" shall mean the Department of Commerce.
- D. "Personal Information" shall mean information identifiable to any person, including, but not limited to, information that relates to a person's name, health, finances, education, business, use or receipt of governmental services or other activities, addresses, telephone numbers, social security numbers, driver license numbers, other identifying numbers, and any financial identifiers.
- E. "State" shall mean the state of Washington.
- F. "Subgrantee/subcontractor" shall mean one not in the employment of the Grantee, who is performing all or part of those services under this Grant under a separate Grant with the Grantee. The terms "subgrantee/subcontractor" refers to any tier.
- G. "Subrecipient" shall mean a non-federal entity that expends federal awards received from a pass-through entity to carry out a federal program, but does not include an individual that is a beneficiary of such a program. It also excludes vendors that receive federal funds in exchange for goods and/or services in the course of normal trade or commerce.
- H. "Vendor" is an entity that agrees to provide the amount and kind of services requested by COMMERCE; provides services under the grant only to those beneficiaries individually determined to be eligible by COMMERCE and, provides services on a fee-for-service or per-unit basis with contractual penalties if the entity fails to meet program performance standards.

2. ACCESS TO DATA

In compliance with RCW 39.29.080, the Grantee shall provide access to data generated under this Grant to COMMERCE, the Joint Legislative Audit and Review Committee, and the Office of the State Auditor at no additional cost. This includes access to all information that supports the findings, conclusions, and recommendations of the Grantee's reports, including computer models and the methodology for those models.

3. ADVANCE PAYMENTS PROHIBITED

No payments in advance of or in anticipation of goods or services to be provided under this Grant shall be made by COMMERCE.

4. ALL WRITINGS CONTAINED HEREIN

This Grant contains all the terms and conditions agreed upon by the parties. No other understandings, oral or otherwise, regarding the subject matter of this Grant shall be deemed to exist or to bind any of the parties hereto.

5. AMENDMENTS

This Grant may be amended by mutual agreement of the parties. Such amendments shall not be binding unless they are in writing and signed by personnel authorized to bind each of the parties.

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6. AMERICANS WITH DISABILITIES ACT (ADA) OF 1990, PUBLIC LAW 101-336, also referred to as the "ADA" 28 CFR Part 35

The Grantee must comply with the ADA, which provides comprehensive civil rights protection to individuals with disabilities in the areas of employment, public accommodations, state and local government services, and telecommunications.

7. ASSIGNMENT

Neither this Grant, nor any claim arising under this Grant, shall be transferred or assigned by the Grantee without prior written consent of COMMERCE.

8. ATTORNEYS' FEES

Unless expressly permitted under another provision of the Grant, in the event of litigation or other action brought to enforce Grant terms, each party agrees to bear its own attorneys fees and costs.

9. AUDIT

A. General Requirements

Grantee's are to procure audit services based on the following guidelines.

The Grantee shall maintain its records and accounts so as to facilitate the audit requirement and shall ensure that Subgrantees also maintain auditable records.

The Grantee is responsible for any audit exceptions incurred by its own organization or that of its Subgrantees.

COMMERCE reserves the right to recover from the Grantee all disallowed costs resulting from the audit.

As applicable, Grantee's required to have an audit must ensure the audits are performed in accordance with Generally Accepted Auditing Standards (GAAS); Government Auditing Standards (the Revised Yellow Book) developed by the Comptroller General.

Responses to any unresolved management findings and disallowed or questioned costs shall be included with the audit report. The Grantee must respond to COMMERCE requests for information or corrective action concerning audit issues within thirty (30) days of the date of request.

B. State Funds Requirements

Grantee's expending \$100,000 or more in total state funds in a fiscal year must have a financial audit as defined by Government Auditing Standards (The Revised Yellow Book) and according to Generally Accepted Auditing Standards (GAAS). The Schedule of State Financial Assistance must be included. The schedule includes:

- Grantor agency name
- State program name
- BARS account number
- Grantor
- COMMERCE Grant number
- Grant award amount including amendments (total grant award)
- Current year expenditures

If the Grantee is a state or local government entity, the Office of the State Auditor shall conduct the audit. Audits of non-profit organizations are to be conducted by a certified public accountant selected by the Grantee.

The Grantee shall include the above audit requirements in any subgrants.

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In any case, the Grantee's financial records must be available for review by COMMERCE.

C. Documentation Requirements

The Grantee must send a copy of the audit report described above no later than nine (9) months after the end of the Grantee's fiscal year(s) by sending a scanned copy to auditreview@commerce.wa.gov or a hard copy to:

Department of Commerce
ATTN: Audit Review and Resolution Office
1011 Plum Street SE
PO Box 42525
Olympia WA 98504-2525

In addition to sending a copy of the audit, when applicable, the Grantee must include:

- Corrective action plan for audit findings within three (3) months of the audit being received by COMMERCE.
- Copy of the Management Letter.

If the Contractor is required to obtain a Single Audit because of Circular A-133 requirements, no other report is required.

10. CONFIDENTIALITY/SAFEGUARDING OF INFORMATION

A. "Confidential Information" as used in this section includes:

1. All material provided to the Grantee by COMMERCE that is designated as "confidential" by COMMERCE;
2. All material produced by the Grantee that is designated as "confidential" by COMMERCE; and
3. All personal information in the possession of the Grantee that may not be disclosed under state or federal law. "Personal information" includes but is not limited to information related to a person's name, health, finances, education, business, use of government services, addresses, telephone numbers, social security number, driver's license number and other identifying numbers, and "Protected Health Information" under the federal Health Insurance Portability and Accountability Act of 1996 (HIPAA).

B. The Grantee shall comply with all state and federal laws related to the use, sharing, transfer, sale, or disclosure of Confidential Information. The Grantee shall use Confidential Information solely for the purposes of this Grant and shall not use, share, transfer, sell or disclose any Confidential Information to any third party except with the prior written consent of COMMERCE or as may be required by law. The Grantee shall take all necessary steps to assure that Confidential Information is safeguarded to prevent unauthorized use, sharing, transfer, sale or disclosure of Confidential Information or violation of any state or federal laws related thereto. Upon request, the Grantee shall provide COMMERCE with its policies and procedures on confidentiality. COMMERCE may require changes to such policies and procedures as they apply to this Grant whenever COMMERCE reasonably determines that changes are necessary to prevent unauthorized disclosures. The Grantee shall make the changes within the time period specified by COMMERCE. Upon request, the Grantee shall immediately return to COMMERCE any Confidential Information that COMMERCE reasonably determines has not been adequately protected by the Grantee against unauthorized disclosure.

C. Unauthorized Use or Disclosure. The Grantee shall notify COMMERCE within five (5) working days of any unauthorized use or disclosure of any confidential information, and shall take necessary steps to mitigate the harmful effects of such use or disclosure.

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11. CONFLICT OF INTEREST

Notwithstanding any determination by the Executive Ethics Board or other tribunal, the COMMERCE may, in its sole discretion, by written notice to the GRANTEE terminate this Grant if it is found after due notice and examination by the COMMERCE that there is a violation of the Ethics in Public Service Act, Chapter 42.52 RCW; or any similar statute involving the GRANTEE in the procurement of, or performance under this Grant.

In the event this Grant is terminated as provided above, the COMMERCE shall be entitled to pursue the same remedies against the GRANTEE as it could pursue in the event of a breach of the Grant by the GRANTEE. The rights and remedies of COMMERCE provided for in this clause shall not be exclusive and are in addition to any other rights and remedies provided by law. The existence of facts upon which COMMERCE makes any determination under this clause shall be an issue and may be reviewed as provided in the "Disputes" clause of this Grant.

12. COPYRIGHT PROVISIONS

Unless otherwise provided, all Materials produced under this Grant shall be considered "works for hire" as defined by the U.S. Copyright Act and shall be owned by COMMERCE. COMMERCE shall be considered the author of such Materials. In the event the Materials are not considered "works for hire" under the U.S. Copyright laws, the Grantee hereby irrevocably assigns all right, title, and interest in all Materials, including all intellectual property rights, moral rights, and rights of publicity to COMMERCE effective from the moment of creation of such Materials.

"Materials" means all items in any format and includes, but is not limited to, data, reports, documents, pamphlets, advertisements, books, magazines, surveys, studies, computer programs, films, tapes, and/or sound reproductions. "Ownership" includes the right to copyright, patent, register and the ability to transfer these rights.

For Materials that are delivered under the Grant, but that incorporate pre-existing materials not produced under the Grant, the Grantee hereby grants to COMMERCE a nonexclusive, royalty-free, irrevocable license (with rights to sublicense to others) in such Materials to translate, reproduce, distribute, prepare derivative works, publicly perform, and publicly display. The Grantee warrants and represents that the Grantee has all rights and permissions, including intellectual property rights, moral rights and rights of publicity, necessary to grant such a license to COMMERCE.

The Grantee shall exert all reasonable effort to advise COMMERCE, at the time of delivery of Materials furnished under this Grant, of all known or potential invasions of privacy contained therein and of any portion of such document which was not produced in the performance of this Grant. The Grantee shall provide COMMERCE with prompt written notice of each notice or claim of infringement received by the Grantee with respect to any Materials delivered under this Grant. COMMERCE shall have the right to modify or remove any restrictive markings placed upon the Materials by the Grantee.

13. DISPUTES

Except as otherwise provided in this Grant, when a dispute arises between the parties and it cannot be resolved by direct negotiation, either party may request a dispute hearing with the Director of COMMERCE, who may designate a neutral person to decide the dispute.

The request for a dispute hearing must:

- be in writing;
- state the disputed issues;
- state the relative positions of the parties;
- state the Grantee's name, address, and Contract number; and
- be mailed to the Director and the other party's (respondent's) Grant Representative within three (3) working days after the parties agree that they cannot resolve the dispute.

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The respondent shall send a written answer to the requestor's statement to both the Director or the Director's designee and the requestor within five (5) working days.

The Director or designee shall review the written statements and reply in writing to both parties within ten (10) working days. The Director or designee may extend this period if necessary by notifying the parties.

The decision shall not be admissible in any succeeding judicial or quasi-judicial proceeding.

The parties agree that this dispute process shall precede any action in a judicial or quasi-judicial tribunal.

Nothing in this Grant shall be construed to limit the parties' choice of a mutually acceptable alternate dispute resolution (ADR) method in addition to the dispute hearing procedure outlined above.

14. DUPLICATE PAYMENT

The AGENCY shall not pay the GRANTEE, if the GRANTEE has charged or will charge the State of Washington or any other party under any other Grant, subgrant/subcontract, or agreement, for the same services or expenses.

15. GOVERNING LAW AND VENUE

This Grant shall be construed and interpreted in accordance with the laws of the state of Washington, and the venue of any action brought hereunder shall be in the Superior Court for Thurston County.

16. INDEMNIFICATION

To the fullest extent permitted by law, the Grantee shall indemnify, defend, and hold harmless the state of Washington, COMMERCE, agencies of the state and all officials, agents and employees of the state, from and against all claims for injuries or death arising out of or resulting from the performance of the contract. "Claim" as used in this contract, means any financial loss, claim, suit, action, damage, or expense, including but not limited to attorneys fees, attributable for bodily injury, sickness, disease, or death, or injury to or the destruction of tangible property including loss of use resulting therefrom.

The Grantee's obligation to indemnify, defend, and hold harmless includes any claim by Grantee's agents, employees, representatives, or any subgrantee/subcontractor or its employees.

GRANTEE expressly agrees to indemnify, defend, and hold harmless the State for any claim arising out of or incident to GRANTEE'S or any subgrantee's/subcontractor's performance or failure to perform the Grant. GRANTEE'S obligation to indemnify, defend, and hold harmless the State shall not be eliminated or reduced by any actual or alleged concurrent negligence of State or its agents, agencies, employees and officials.

The Grantee waives its immunity under Title 51 RCW to the extent it is required to indemnify, defend and hold harmless the state and its agencies, officers, agents or employees.

17. INDEPENDENT CAPACITY OF THE CONTRACTOR

The parties intend that an independent contractor relationship will be created by this Grant. The Contractor and its employees or agents performing under this Contract are not employees or agents of the state of Washington or COMMERCE. The Contractor will not hold itself out as or claim to be an officer or employee of COMMERCE or of the state of Washington by reason hereof, nor will the Contractor make any claim of right, privilege or benefit which would accrue to such officer or employee under law. Conduct and control of the work will be solely with the Contractor.

18. INDUSTRIAL INSURANCE COVERAGE

The Grantee shall comply with all applicable provisions of Title 51 RCW, Industrial Insurance. If the Grantee fails to provide industrial insurance coverage or fails to pay premiums or penalties on behalf

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of its employees as may be required by law, COMMERCE may collect from the Grantee the full amount payable to the Industrial Insurance Accident Fund. COMMERCE may deduct the amount owed by the Grantee to the accident fund from the amount payable to the Grantee by COMMERCE under this Contract, and transmit the deducted amount to the Department of Labor and Industries, (L&I) Division of Insurance Services. This provision does not waive any of L&I's rights to collect from the Grantee.

19. LAWS

The Grantee shall comply with all applicable laws, ordinances, codes, regulations and policies of local and state and federal governments, as now or hereafter amended including, but not limited to:

Washington State Laws and Regulations

- A. Affirmative action, RCW 41.06.020 (1).
- B. Boards of directors or officers of non-profit corporations – Liability - Limitations, RCW 4.24.264.
- C. Disclosure-campaign finances-lobbying, Chapter 42.17 RCW.
- D. Discrimination-human rights commission, Chapter 49.60 RCW.
- E. Ethics in public service, Chapter 42.52 RCW.
- F. Office of minority and women's business enterprises, Chapter 39.19 RCW and Chapter 326-02 WAC.
- G. Open public meetings act, Chapter 42.30 RCW.
- H. Public records act, Chapter 42.56 RCW.
- I. State budgeting, accounting, and reporting system, Chapter 43.88 RCW.

20. LICENSING, ACCREDITATION AND REGISTRATION

The Grantee shall comply with all applicable local, state, and federal licensing, accreditation and registration requirements or standards necessary for the performance of this Contract.

21. LIMITATION OF AUTHORITY

Only the Agent or Agent's delegate by writing (delegation to be made prior to action) shall have the express, implied, or apparent authority to alter, amend, modify, or waive any clause or condition of this Contract. Furthermore, any alteration, amendment, modification, or waiver or any clause or condition of this contract is not effective or binding unless made in writing and signed by the Agent

22. NONCOMPLIANCE WITH NONDISCRIMINATION LAWS

During the performance of this Grant, the Contractor shall comply with all federal, state, and local nondiscrimination laws, regulations and policies. In the event of the Contractor's non-compliance or refusal to comply with any nondiscrimination law, regulation or policy, this Grant may be rescinded, canceled or terminated in whole or in part, and the Contractor may be declared ineligible for further Grants with COMMERCE. The Contractor shall, however, be given a reasonable time in which to cure this noncompliance. Any dispute may be resolved in accordance with the "Disputes" procedure set forth herein.

23. POLITICAL ACTIVITIES

Political activity of Contractor employees and officers are limited by the State Campaign Finances and Lobbying provisions of Chapter 42.17 RCW and the Federal Hatch Act, 5 USC 1501 - 1508.

No funds may be used for working for or against ballot measures or for or against the candidacy of any person for public office.

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24. PUBLICITY

The Grantee agrees not to publish or use any advertising or publicity materials in which the state of Washington or COMMERCE's name is mentioned, or language used from which the connection with the state of Washington's or COMMERCE's name may reasonably be inferred or implied, without the prior written consent of COMMERCE.

25. RECAPTURE

In the event that the Grantee fails to perform this Grant in accordance with state laws, federal laws, and/or the provisions of this Grant, COMMERCE reserves the right to recapture funds in an amount to compensate COMMERCE for the noncompliance in addition to any other remedies available at law or in equity.

Repayment by the Grantee of funds under this recapture provision shall occur within the time period specified by COMMERCE. In the alternative, COMMERCE may recapture such funds from payments due under this Grant.

26. RECORDS MAINTENANCE

The GRANTEE shall maintain books, records, documents, data and other evidence relating to this Grant and performance of the services described herein, including but not limited to accounting procedures and practices that sufficiently and properly reflect all direct and indirect costs of any nature expended in the performance of this Grant.

GRANTEE shall retain such records for a period of six years following the date of final payment. At no additional cost, these records, including materials generated under the Grant, shall be subject at all reasonable times to inspection, review or audit by the AGENCY, personnel duly authorized by the AGENCY, the Office of the State Auditor, and federal and state officials so authorized by law, regulation or agreement.

If any litigation, claim or audit is started before the expiration of the six (6) year period, the records shall be retained until all litigation, claims, or audit findings involving the records have been resolved.

27. REGISTRATION WITH DEPARTMENT OF REVENUE

If required by law, the Grantee shall complete registration with the Washington State Department of Revenue.

28. RIGHT OF INSPECTION

The GRANTEE shall provide right of access to its facilities to the AGENCY, or any of its officers, or to any other authorized agent or official of the state of Washington or the federal government, at all reasonable times, in order to monitor and evaluate performance, compliance, and/or quality assurance under this Grant.

29. SAVINGS

In the event funding from state, federal, or other sources is withdrawn, reduced, or limited in any way after the effective date of this Grant and prior to normal completion, COMMERCE may terminate the Grant under the "Termination for Convenience" clause, without the ten calendar day notice requirement. In lieu of termination, the Grant may be amended to reflect the new funding limitations and conditions.

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30. SEVERABILITY

The provisions of this Grant are intended to be severable. If any term or provision is illegal or invalid for any reason whatsoever, such illegality or invalidity shall not affect the validity of the remainder of the Grant.

31. SITE SECURITY

While on AGENCY premises, GRANTEE, its agents, employees, or subcontractors shall conform in all respects with physical, fire or other security policies or regulations.

32. SUBGRANTING/SUBCONTRACTING

Neither the Grantee nor any Subgrantee/subcontractor shall enter into subgrants/subcontracts for any of the work contemplated under this contract without obtaining prior written approval of COMMERCE. In no event shall the existence of the subgrant/subcontract operate to release or reduce the liability of the Grantee to commerce for any breach in the performance of the grantee's duties. This clause does not include Grants of employment between the Grantee and personnel assigned to work under this Grant.

Additionally, the Grantee is responsible for ensuring that all terms, conditions, assurances and certifications set forth in this agreement are carried forward to any subgrants/subcontracts. Grantee and its subgrantees/subcontractors agree not to release, divulge, publish, transfer, sell or otherwise make known to unauthorized persons personal information without the express written consent of the agency or as provided by law.

33. SURVIVAL

The terms, conditions, and warranties contained in this Grant that by their sense and context are intended to survive the completion of the performance, cancellation or termination of this Grant shall so survive.

34. TAXES

All payments accrued on account of payroll taxes, unemployment contributions, the Grantee's income or gross receipts, any other taxes, insurance or expenses for the Grantee or its staff shall be the sole responsibility of the Grantee.

35. TERMINATION FOR CAUSE

In the event COMMERCE determines the Grantee has failed to comply with the conditions of this Grant in a timely manner, COMMERCE has the right to suspend or terminate this Grant. Before suspending or terminating the Grant, COMMERCE shall notify the Grantee in writing of the need to take corrective action. If corrective action is not taken within 30 calendar days, the Grant may be terminated or suspended.

In the event of termination or suspension, the Grantee shall be liable for damages as authorized by law including, but not limited to, any cost difference between the original Grant and the replacement or cover Grant and all administrative costs directly related to the replacement Grant, e.g., cost of the competitive bidding, mailing, advertising and staff time.

COMMERCE reserves the right to suspend all or part of the Grant, withhold further payments, or prohibit the Grantee from incurring additional obligations of funds during investigation of the alleged compliance breach and pending corrective action by the GRANTEE or a decision by COMMERCE to terminate the Grant. A termination shall be deemed a "Termination for Convenience" if it is

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determined that the Grantee: (1) was not in default; or (2) failure to perform was outside of his or her control, fault or negligence.

The rights and remedies of COMMERCE provided in this Grant are not exclusive and are, in addition to any other rights and remedies, provided by law.

36. TERMINATION FOR CONVENIENCE

Except as otherwise provided in this Grant, COMMERCE may, by ten (10) business days written notice, beginning on the second day after the mailing, terminate this Grant, in whole or in part. If this Grant is so terminated, COMMERCE shall be liable only for payment required under the terms of this Grant for services rendered or goods delivered prior to the effective date of termination.

37. TERMINATION PROCEDURES

Upon termination of this Grant, the AGENCY, in addition to any other rights provided in this Grant, may require the GRANTEE to deliver to the AGENCY any property specifically produced or acquired for the performance of such part of this Grant as has been terminated. The provisions of the "Treatment of Assets" clause shall apply in such property transfer.

The AGENCY shall pay to the GRANTEE the agreed upon price, if separately stated, for completed work and services accepted by the AGENCY, and the amount agreed upon by the GRANTEE and the AGENCY for (i) completed work and services for which no separate price is stated, (ii) partially completed work and services, (iii) other property or services that are accepted by the AGENCY, and (iv) the protection and preservation of property, unless the termination is for default, in which case the AGENT shall determine the extent of the liability of the AGENCY. Failure to agree with such determination shall be a dispute within the meaning of the "Disputes" clause of this Grant. The AGENCY may withhold from any amounts due the GRANTEE such sum as the AGENT determines to be necessary to protect the AGENCY against potential loss or liability.

The rights and remedies of the AGENCY provided in this section shall not be exclusive and are in addition to any other rights and remedies provided by law or under this contract.

After receipt of a notice of termination, and except as otherwise directed by the AGENT, the GRANTEE shall:

1. Stop work under the Grant on the date, and to the extent specified, in the notice;
2. Place no further orders or subgrants/subcontracts for materials, services, or facilities except as may be necessary for completion of such portion of the work under the Grant that is not terminated;
3. Assign to the AGENCY, in the manner, at the times, and to the extent directed by the AGENT, all of the rights, title, and interest of the GRANTEE under the orders and subgrants/subcontracts so terminated, in which case the AGENCY has the right, at its discretion, to settle or pay any or all claims arising out of the termination of such orders and subgrants/subcontracts;
4. Settle all outstanding liabilities and all claims arising out of such termination of orders and subcontracts, with the approval or ratification of the AGENT to the extent AGENT may require, which approval or ratification shall be final for all the purposes of this clause;
5. Transfer title to the AGENCY and deliver in the manner, at the times, and to the extent directed by the AGENT any property which, if the Grant had been completed, would have been required to be furnished to the AGENCY;
6. Complete performance of such part of the work as shall not have been terminated by the AGENT; and

**GENERAL TERMS AND CONDITIONS
GENERAL GRANT
STATE FUNDS**

7. Take such action as may be necessary, or as the AGENT may direct, for the protection and preservation of the property related to this Grant, which is in the possession of the GRANTEE and in which the AGENCY has or may acquire an interest.

38. TREATMENT OF ASSETS

Title to all property furnished by the AGENCY shall remain in the AGENCY. Title to all property furnished by the GRANTEE, for the cost of which the GRANTEE is entitled to be reimbursed as a direct item of cost under this Grant, shall pass to and vest in the AGENCY upon delivery of such property by the GRANTEE. Title to other property, the cost of which is reimbursable to the GRANTEE under this Grant, shall pass to and vest in the AGENCY upon (i) issuance for use of such property in the performance of this Grant, or (ii) commencement of use of such property in the performance of this Grant, or (iii) reimbursement of the cost thereof by the AGENCY in whole or in part, whichever first occurs.

- A. Any property of the AGENCY furnished to the GRANTEE shall, unless otherwise provided herein or approved by the AGENCY, be used only for the performance of this Grant.
- B. The GRANTEE shall be responsible for any loss or damage to property of the AGENCY that results from the negligence of the GRANTEE or which results from the failure on the part of the GRANTEE to maintain and administer that property in accordance with sound management practices.
- C. If any AGENCY property is lost, destroyed or damaged, the GRANTEE shall immediately notify the AGENCY and shall take all reasonable steps to protect the property from further damage.
- D. The GRANTEE shall surrender to the AGENCY all property of the AGENCY prior to settlement upon completion, termination or cancellation of this Grant

All reference to the GRANTEE under this clause shall also include GRANTEE'S employees, agents or SUBGRANTEES/SUBCONTRACTORS.

39. WAIVER

Waiver of any default or breach shall not be deemed to be a waiver of any subsequent default or breach. Any waiver shall not be construed to be a modification of the terms of this Grant unless stated to be such in writing and signed by Authorized Representative of COMMERCE.

Scope of Work

Funds awarded under this grant shall be used for Phase 2 design and construction costs of expansion of the Covington Community Park located at 24245 180th Avenue SE, Covington.

Construction will include, but not be limited to, a community event stage, picnic shelters, outdoor exercise equipment, tennis courts, infrastructure improvements, expanded trails and parking.

The park expansion will provide unmet needs in the community to access recreational facilities.

Design is scheduled to be completed December 2014. Construction is expected to begin Spring 2015 and is anticipated to be completed by October 2016.

All project work completed with prior legislative approval. The "Copyright Provisions", Section 12 of the General Terms and Conditions, are not intended to apply to any architectural and engineering design work funded by this grant.

CERTIFICATION PERFORMANCE MEASURE

The Grantee, by its signature, certifies that the declaration set forth above has been reviewed and approved by the Grantee's governing body as of the date and year written below.

GRANTEE

TITLE

DATE

Budget

Line Item	Amount
Architecture & Engineering	\$750,000.00
Construction	\$2,203,500.00
Construction Management	\$46,500.00
Total Contracted Amount:	\$3,000,000.00

CERTIFICATION PERFORMANCE MEASURE

The Grantee, by its signature, certifies that the Project Budget set forth above has been reviewed and approved by the Grantee's governing body or board of directors, as applicable, as of the date and year written below.

GRANTEE

TITLE

DATE

Certification of the Availability of Funds to Complete the Project

Non-State Funds	Amount	Total
WWRP Grant	\$500,000.00	
Parks Capital Improvement Program	\$450,000.00	
Total Non-State Funds	\$950,000.00	\$950,000.00
State Funds		
State Capital Budget	\$2,050,000.00	\$2,050,000.00
Total Non-State and State Sources		\$3,000,000.00

CERTIFICATION PERFORMANCE MEASURE

The Grantee, by its signature, certifies that project funding from sources other than those provided by this contract and identified above has been reviewed and approved by the Grantee's governing body or board of directors, as applicable, and has either been expended for eligible Project expenses, or is committed in writing and available and will remain committed and available solely and specifically for carrying out the purposes of this Project as described in elsewhere in this contract, as of the date and year written below. The Grantee shall maintain records sufficient to evidence that it has expended or has access to the funds needed to complete the Project, and shall make such records available for COMMERCE'S review upon reasonable request.

GRANTEE

TITLE

DATE

Certification of the Payment and Reporting of Prevailing Wages

CERTIFICATION PERFORMANCE MEASURE

The Grantee, by its signature, certifies that all contractors and subcontractors performing work on the Project shall comply with prevailing wage laws set forth in Chapter 39.12 RCW, as of July 1, 2013, including but not limited to the filing of the "Statement of Intent to Pay Prevailing Wages" and "Affidavit of Wages Paid" as required by RCW 39.12.040. The Grantee shall maintain records sufficient to evidence compliance with Chapter 39.12 RCW, and shall make such records available for COMMERCE'S review upon request.

If any state funds are used by the Grantee for the purpose of construction, applicable State Prevailing Wages must be paid.

The Grantee, by its signature, certifies that the declaration set forth above has been reviewed and approved by the Grantee's governing body as of the date and year written below.

GRANTEE

TITLE

DATE

**Certification of Intent to Enter the
Leadership in Energy and Environmental Design (LEED) Certification Process**

CERTIFICATION PERFORMANCE MEASURE

The Grantee, by its signature, certifies that it will enter into the Leadership in Energy and Environmental Design certification process, as stipulated in RCW 39.35D, as applicable to the Project funded by this contract. The Grantee shall, upon receipt of LEED certification by the United States Green Building Council, provide documentation of such certification to COMMERCE.

The Grantee, by its signature, certifies that the declaration set forth above has been reviewed and approved by the Grantee's governing body or board of directors, as applicable, as of the date and year written below.

GRANTEE

TITLE

DATE

NOT APPLICABLE

*Received facility type exemption
EP*

SUBJECT: HAWK PROPERTY SUBAREA PLAN

RECOMMENDED BY: Richard Hart, Community Development Director

ATTACHMENT(S):

1. Proposed Ordinance for Adopting the Hawk Property Subarea Plan
2. Proposed Ordinance for Adopting Comprehensive Plan Amendments pursuant to the Hawk Property Subarea Plan
3. Proposed Ordinance for Adopting Zoning Code Regulations pursuant to the Hawk Property Subarea Plan
4. Proposed Ordinance for Establishing a Planned Action for the Hawk Property Subarea

PREPARED BY: Richard Hart, Community Development Director

EXPLANATION:

On January 28, 2014, the city council held a public hearing to take public comment on the proposed Hawk Property Subarea Plan and Planned Action Ordinance (PAO). An overview of the planning and environmental review process to date was provided by Richard Hart, Community Development Director, and the city's project consultants. Five members of the public provided oral testimony at the hearing.

A. Overview of Public Testimony

At the January 28, 2014, public hearing, public testimony was heard concerning transportation related concerns, pedestrian access to the subarea, provisions for parks, and a specific request to clarify when townhouse development would be permitted adjacent to the pond feature within the subarea.

1. Transportation related concerns: Public testimony received regarding traffic impacts, planned transportation improvements in other cities, concurrency and funding are all concerns previously raised during the preparation of the Planned Action Environmental Impact Statement (EIS). Public comments received during the environmental review process were addressed in the Final EIS. (See staff responses to comments in Section 4.0 of the Final EIS, in particular staff responses to comments 4-17 to 4-21.) Furthermore, it should be highlighted that city transportation concurrency requirements will apply to future development within the Hawk Property Subarea. The PAO contains provisions for future monitoring, specifically for after the first five years, and then in concert with required Growth Management Act (GMA) comprehensive plan update cycles. The traffic analysis completed as part of the Planned Action EIS demonstrated that the proposed connectors will improve traffic conditions in some locations. With traffic mitigation, as specified in the PAO, the proposed development in the Hawk Subarea will meet city standards.

Any future improvements to SR 516 and SR18 need to be approved by Washington State Department of Transportation (WSDOT). The state has determined the level of service (LOS) for SR-18 and any future changes to the LOS for other arterials, such as SR 516, are ultimately

approved by the city council through a comprehensive plan update process after staff consultation with the Puget Sound Regional Council and neighboring cities.

It should be pointed out that state law requires cities and counties to have a six-year financed transportation improvement program (TIP). The city reviews its TIP annually and its comprehensive plan at least every eight years. Under GMA, cities and counties are also required to consider future growth consistent with land use plans over a longer period (typically twenty years), consider implications of the growth, and identify potential mitigation to address that growth and describe potential funding sources. A twenty-year capital improvement plan (CIP) does not need to be as detailed as a six-year program. It's common for jurisdictions to consider their historic share of grant funding and how it may apply in the future. Future growth will be required to pay its proportionate share of improvements. If growth does not occur, the planned improvements will not be needed. There is a defined process and ability to monitor and address concerns as they may arise or as situations change.

2. *Ensuring Parks, Trails, and Greenspace are included in the development and accessible to the public:* Current city policies and standards exist to support development of trails, parks, and green spaces within the subarea; however, new comprehensive plan policies (e.g. PRP 4.16, PRP 5.11, PRP 5.12, and PRP 5.13) have been included in the subarea plan to further support trail, park, and green space development. Public parks, plazas, and trails have been identified on the conceptual minimum and maximum land use alternatives for the subarea, which will be implemented as part of the development of the Hawk Subarea Plan.

3. *Cedar Creek Park:* Northwest of the city in unincorporated King County is city-owned property known as Cedar Creek Park. While there is currently no public trail that connects that park to the subarea, the city's park and recreation capital improvement plan map in the comprehensive plan show proposed shared use trails (referred to as the Pipeline Trail and Timberline Trail) that would link Cedar Creek Park to and through the Hawk Property Subarea in the future. Development of these trails located within the Hawk Property will be completed by the developer as development occurs. Some off-site linkages will be dependent on funding and are expected to be completed by King County as part of their Tri-City Trail project.

4. *Pedestrian Crossing over SR 18:* There is an existing sidewalk along both sides of SE 256th St between 180th Ave. SE and the Hawk Property. WSDOT will require future SR 18 and SE 256th St interchange improvements to be completed by the developer, the design of which will incorporate a new pedestrian crossing.

5. *Townhouses adjacent to the pond feature:* A concern was expressed by the developer, Oakpointe LLC, that the proposed wording in the Subarea Plan (page 21) amending CMC 18.25.30 B (10) of the city's zoning code might be interpreted to mean that townhouses would not be allowed in the new Mixed Residential (MR) zone east of the pond feature, which was inconsistent with the uses depicted on the Minimum and Maximum Conceptual Site Plan Alternatives (shown on page 8 & 9 in the Subarea Plan). Staff agrees that through the community visioning process, Planning Commission discussion, and within the Subarea Plan's conceptual site plans, the intent was to permit townhouse uses in the MR zone east of the pond, though not directly abutting the pond. To clarify expectations, staff is recommending the following changes to the Subarea Plan text originally forwarded from the Planning Commission.

(10) Within the Hawk Property Subarea, townhouses shall not be allowed around or abutting the pond except as part of a mixed-use development, unless otherwise separated from the pond by a public trail, park, greenspace, or street.

B. Implementing the Hawk Subarea Plan, PAO, Comprehensive Plan and Development Regulation Amendments

Attached you will find four ordinances for adoption.

1. *Attachment 1* adopts the Hawk Property Subarea Plan in its entirety, including the changes to section CMC 18.25.30 B (10) mentioned previously, as well as several housekeeping amendments that are being made at this time to clean-up a duplication error staff identified in the existing code. Specifically, when reviewing the land use charts, staff noted that “Legal/ Financial Offices and Medical/Dental Labs” are listed twice in CMC 18.25.050 A (General Services Land Uses) and CMC 18.25.070 A (Retail Land Uses) but are permitted differently in each section. This is an obvious error, and these uses should only be listed in one chart. The change incorporated in Attachment 1 will list those uses only in CMC 18.25.050 and will be deleted in CMC 18.25.070. Further, applicable development conditions contained in CMC 18.25.070 B were moved under CMC 18.25.050 B.

2. *Attachment 2* adopts new comprehensive plan goal and policy amendments to the land use, transportation, parks, environmental, capital facilities, and economic development elements as specified in the Hawk Property Subarea Plan (see Goals and Policies section within the subarea plan, pages 11-14). These comprehensive plan amendments also include housekeeping amendments to specific elements of the comprehensive plan identified by staff. These minor amendments are necessary to maintain internal consistency and ensure that the comprehensive plan reflects current conditions and incorporates mitigation measures as provided in the PAO.

Typical housekeeping amendments include:

Comprehensive Plan Chapter 2, the Land Use Element- Amendments to Table 2.1 Existing Land Use and Section 2.6.7 clarify that the Mining/Quarry use is no longer an active use on the Hawk Property site. However, the current use is under reclamation and an asphalt batch plant is operating on the site. These changes are consistent with the content of the subarea plan, as well as the analysis and conclusions provided in the Planned Action EIS.

Comprehensive Plan Chapter 5, the Transportation Element Section 5.13-

Future Transportation System Conditions are amended as follows:

Hawk Property Subarea Projects

The improvements supporting the Hawk Property Subarea Plan are addressed in the Hawk Property PAO, February 11, 2014, and are hereby incorporated by reference.

Comprehensive Plan Chapter 10, the Capital Facilities Plan Element Section 10.9-

Six Year Capital Facilities Plan is amended as follows:

The capital improvements supporting the Hawk Property Subarea Plan are addressed in the Hawk Property PAO, February 11, 2014, and are hereby incorporated by reference.

3. *Attachment 3* adopts the amendments to the Covington Municipal Code (CMC) as specified in the subarea plan (see Development Regulations section within the subarea plan

pages 16-54). As noted previously, minor housekeeping amendments are also incorporated to reword CMC 18.25.30 B (10) and the land use charts in association with the duplicate listing of the “Legal/Financial Offices and Medical/Dental Labs”.

4. *Attachment 4* adopts the Hawk Property PAO. The PAO incorporates predefined mitigation measures and identifies city regulations that will mitigate impacts of any future project which qualifies as a Planned Action Project. The PAO will provide the framework that city staff will use to apply appropriate conditions and mitigation measures to mitigate any environmental impacts in future Planned Actions Projects within the subarea.

ALTERNATIVES:

1. Recommend additional amendments to the proposed ordinances.
2. Return the ordinances to city staff for further study and analysis.

FISCAL IMPACT:

Development allowed through the Hawk Property Subarea Plan would likely provide a fiscal benefit to the city over time, as the tax revenues generated in commercial areas and new population in residential areas would likely outweigh the incremental cost of providing public service to the development. Anticipated development within the subarea will result in the need for additional street, park maintenance, and police service. However, this new development and population will also drive increases in most tax revenues, especially sales tax, utility tax, and property tax. Additional fiscal impact details will be provided to council with the required Annexation Petition at a later date.

CITY COUNCIL ACTION: X Ordinance Resolution Motion Other

Council member _____ moves, Council member _____ seconds, to pass an ordinance to approve the Hawk Property Subarea Plan.

Council member _____ moves, Council member _____ seconds, to pass an ordinance to adopt certain Comprehensive Plan Amendments supporting the implementation of the Hawk Property Subarea Plan.

Council member _____ moves, Council member _____ seconds, to pass an ordinance adopting amendments to the city’s development regulations supporting future development of the Hawk Property Subarea.

Council member _____ moves, Council member _____ seconds, to pass an ordinance adopting the Hawk Property Subarea Planned Action Ordinance.

REVIEWED BY: City Manager; Public Works Director, Finance Director, City Attorney

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COVINGTON, KING COUNTY, WASHINGTON ADOPTING THE HAWK PROPERTY SUBAREA PLAN; PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the city has adopted a comprehensive plan consistent with the provisions of the Growth Management Act, RCW 36.70A (“GMA”); and

WHEREAS, the GMA authorizes the preparation of subarea plans; and

WHEREAS, RCW 36.70A.130 exempts subarea plans from the state law requirement limiting comprehensive plan amendments to once per year; and

WHEREAS, the City of Covington has prepared the Hawk Property Subarea Plan after extensive public outreach and participation with the Covington community; from March through November 2013 the planning commission has held workshops, open houses, community meetings, and a public hearing for members of the community to learn more about the Hawk Property Subarea planning process and to provide input on the vision, uses, and impacts of development within the subarea; and;

WHEREAS, the City of Covington, as lead agency, issued a Final Planned Action Environmental Impact Statement (FEIS) on November 14, 2013, which identifies the impacts and mitigation measures associated with planned development in the Planned Action Area as identified in the Hawk Property Subarea Plan; the FEIS includes by incorporation the Draft Hawk Property Planned Action Environmental Impact Statement issued on July 26, 2014, (collectively referred to as the Planned Action EIS); and

WHEREAS, appropriate notice was provided and the planning commission conducted a public hearing on November 7, 2013, on the proposed Hawk Property Subarea Plan, and on November 21, 2013, the Planning Commission deliberated and voted to recommend approval of the Hawk Property Subarea Plan to the city council; and

WHEREAS, changes have been made to the recommended planning commission review draft of the subarea plan to the final Hawk Property Subarea Plan and related municipal code amendments to address modifications requested to clarify when townhouses may be permitted around the pond feature; and

WHEREAS, the city has reviewed and identified necessary housekeeping amendments as described initially in Appendix G of the Hawk Property Final Planned Action Environmental Impact Statement; and

WHEREAS, housekeeping corrections have been incorporated into the Hawk Property Subarea Plan and associated comprehensive plan and municipal code amendments to address minor changes necessary to maintain internal consistency, correct identified inaccuracies, and ensure current conditions are accurately reflected; and

WHEREAS, the city council finds that adopting this ordinance is in the public interest and will advance the public health, safety, and welfare;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COVINGTON, KING COUNTY, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. The Hawk Property Subarea Plan dated February 11, 2014, and as contained in Exhibit A hereto and incorporated herein by this reference is hereby adopted.

Section 2. Upon the approval of the City Attorney, the City Clerk is authorized to make any necessary corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers, and any reference thereto.

Section 3. If any provision of this ordinance, or ordinance modified by it, is determined to be invalid or unenforceable for any reason, the remaining provisions of this ordinance and ordinances and/or resolutions modified by it shall remain in force and effect.

Section 4. This ordinance shall be in full force and effect five (5) days after proper posting and publication. A summary of this ordinance may be published in lieu of publishing the ordinance in its entirety.

Passed by the city council of the City of Covington on the 11th day of February, 2014.

Mayor Margaret Harto

PUBLISHED: February 14, 2014
EFFECTIVE: February 19, 2014

ATTESTED:

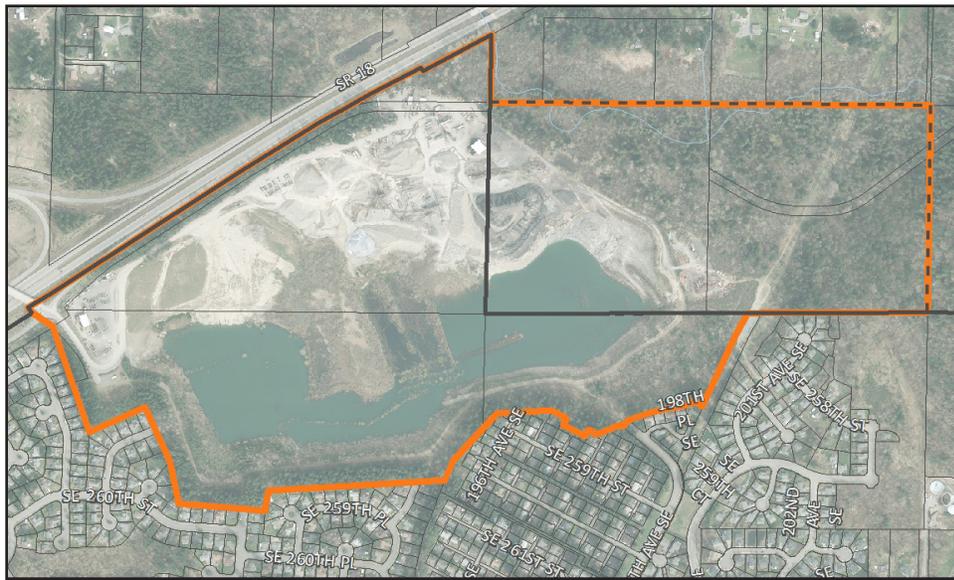
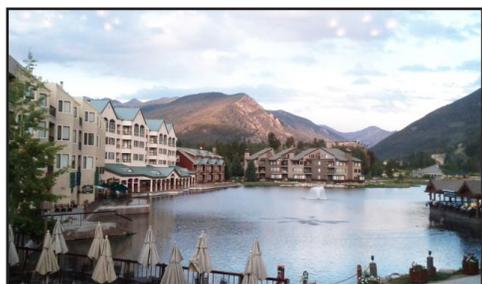
Sharon Scott
City Clerk

APPROVED AS TO FORM:

Sara Springer
City Attorney

Hawk Property Subarea Plan

February 2014



COVINGTON
Unmatched quality of life

HAWK PROPERTY SUBAREA PLAN

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INTRODUCTION

Purpose

The purpose of the Hawk Property Subarea Plan is to guide future development in the Hawk Property Subarea of Covington's Northern Gateway by establishing land use and urban design options consistent with the vision established by the community. This subarea plan is the result of an extensive planning process conducted by the City of Covington to determine the future of the Hawk Property subarea, which has been active as a gravel mine since the 1970's.

In 2012, the City commissioned the Northern Gateway Area Study, which evaluated the Hawk Property and surrounding area with regard to suitability for urban development and possible annexation to the City for the portion of the Northern Gateway outside city limits. Based on this study, the City refined the boundary of the subarea to focus on the Lakeside gravel mine and has prepared this subarea plan to facilitate the transition of this area from its former use as resource extraction to urban development.

The City is also preparing a Planned Action Environmental Impact Statement (EIS) concurrent with this subarea plan. The EIS establishes several land use alternatives and evaluates the potential environmental impacts of each. If adverse impacts are anticipated under any of the alternatives, the EIS proposes mitigation measures to reduce or eliminate these effects. The City is also considering the adoption of a Planned Action Ordinance for the Hawk Property Subarea. A planned action allows for streamlined environmental review at the development permit stage by evaluating a range of development alternatives in the EIS and then reviewing subsequent development proposals for consistency with the range of alternatives studied. Future development proposals deemed consistent with the planned action ordinance and EIS will not have to undergo a new environmental threshold determination, though they will have to comply with local permit review standards and the development standards established in this subarea plan and the code amendments adopted in the Covington Municipal Code.

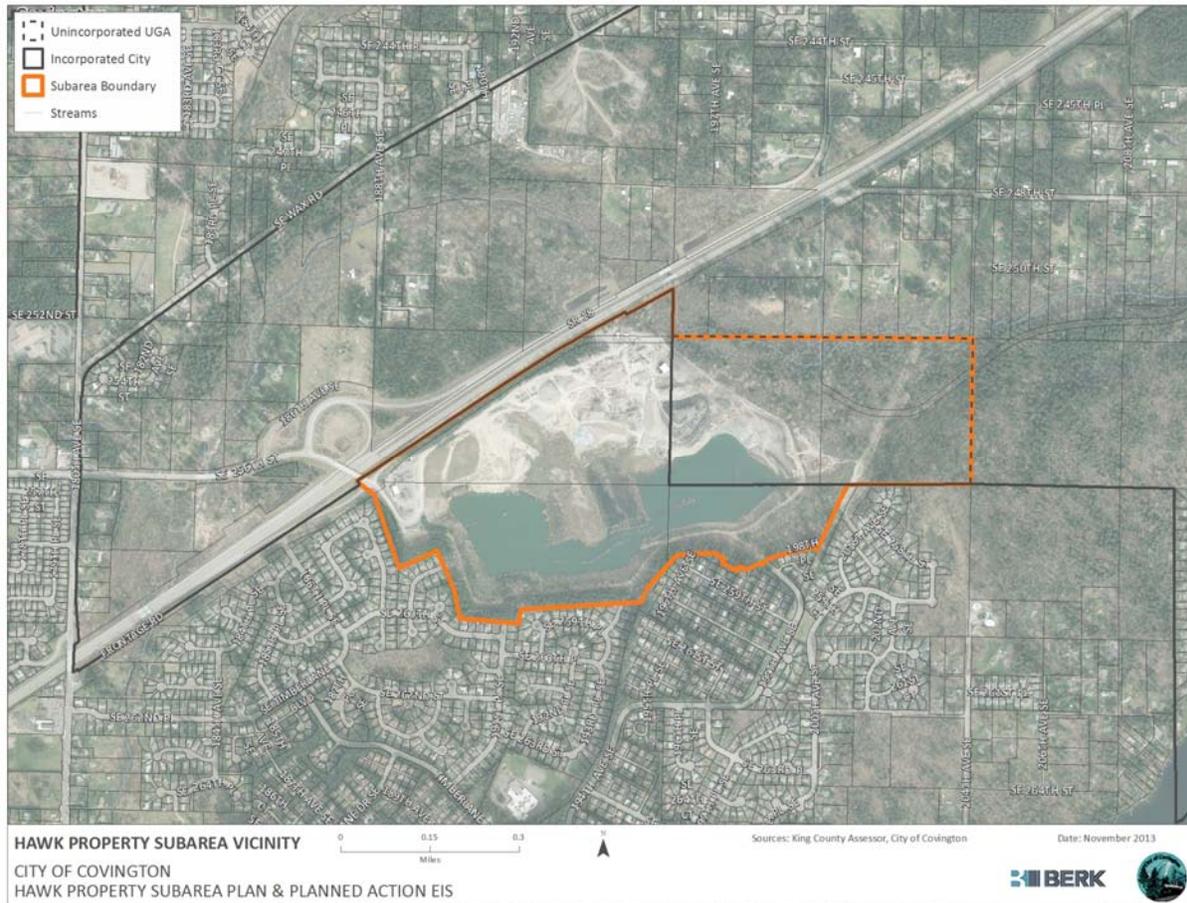
Local and Regional Context

The Hawk Property subarea is located in the northern portion of the City abutting SR 18 on its northwest boundary, and contains both land within the Covington city limits and land in unincorporated King County but the entire subarea is located within the city's Urban Growth Area (UGA). The subarea encompasses approximately 212 acres southeast of SR 18. The Hawk Property Subarea primarily consists of the former Lakeside gravel mine, an asphalt batch plant, vacant land, and a highway interchange. Resource extraction operations at the mine site have ceased, and reclamation is in progress. Approximately 132 acres of this area lies within the City's corporate limits; the remainder lies within one of the City's assigned Potential Annexation Areas (PAAs) in the UGA. The subarea comprises the southeastern portion of the area analyzed in phase one of the Covington Northern Gateway Area Study, published by the City in 2012.

At present, structures in the subarea consist of two maintenance facilities, two offices, one concrete plant, one asphalt plant, one rock crusher, and one wash plant. Approximately 8 acres of land along the southern edge of the property have already been reclaimed in accordance with the standards of a Reclamation Plan approved by the Washington State Department of Natural Resources (DNR Surface Mine Reclamation Permit #70-011068 and Federal Mine ID #45-01582) and has moderate to heavy vegetative cover. The northern portion of the subarea consists of undeveloped land and is characterized by a series of wetlands associated with Jenkins Creek.

HAWK PROPERTY SUBAREA PLAN | INTRODUCTION

The Hawk Property subarea is strategically located at the northern gateway to Covington and adjacent to SR 18, a major regional transportation link. The subarea is therefore positioned to take advantage of regional travel patterns and serve as a regional commercial retail and employment hub. Its location at the northern edge of the city makes it more suitable for these regional uses than the Town Center. The Covington Downtown and Zoning Study Final Report, dated September 30, 2009, identifies the downtown, Town Center as a pedestrian-oriented village with limited larger format retail and a greater focus on social and civic uses.



Community Vision for the Hawk Property Subarea

The vision for the Hawk Property Subarea is the creation of an Urban Village at Covington's northern gateway that provides a mix of commercial development focused on regional uses and a variety of housing types. This village would provide regional shopping and employment opportunities for residents of both Covington and neighboring communities, as well as new housing opportunities for the Covington community. In addition to commercial and residential development, the village would offer public recreational amenities, such as parks, natural open space, a pond, and bicycle and pedestrian trails that link to the regional trail system. The Hawk Property Subarea, while providing both economic and lifestyle benefits would be a secondary center within Covington, providing an experience that is distinct from Covington's town center, not competing with it.

This vision for the Hawk Property subarea was crafted with the input of area residents and stakeholders. The City hosted a community workshop in March 2013, which was attended by approximately 37 members of the public. In addition to taking comments from the public, the City answered questions

HAWK PROPERTY SUBAREA PLAN | INTRODUCTION

about the subarea plan and the EIS process and engaged attendees in a planning exercise to graphically illustrate their preferred vision for the future of the Hawk Property Subarea. The participants were divided into teams and asked to arrange development types (single family residential, townhomes, multifamily residential, and commercial) on the site, as well as parks, open space, and a trail system. Each team was asked to evaluate both higher and lower-intensity development scenarios. Composites of the participants' preferred development solutions for the subarea are illustrated in the figures on the following pages.



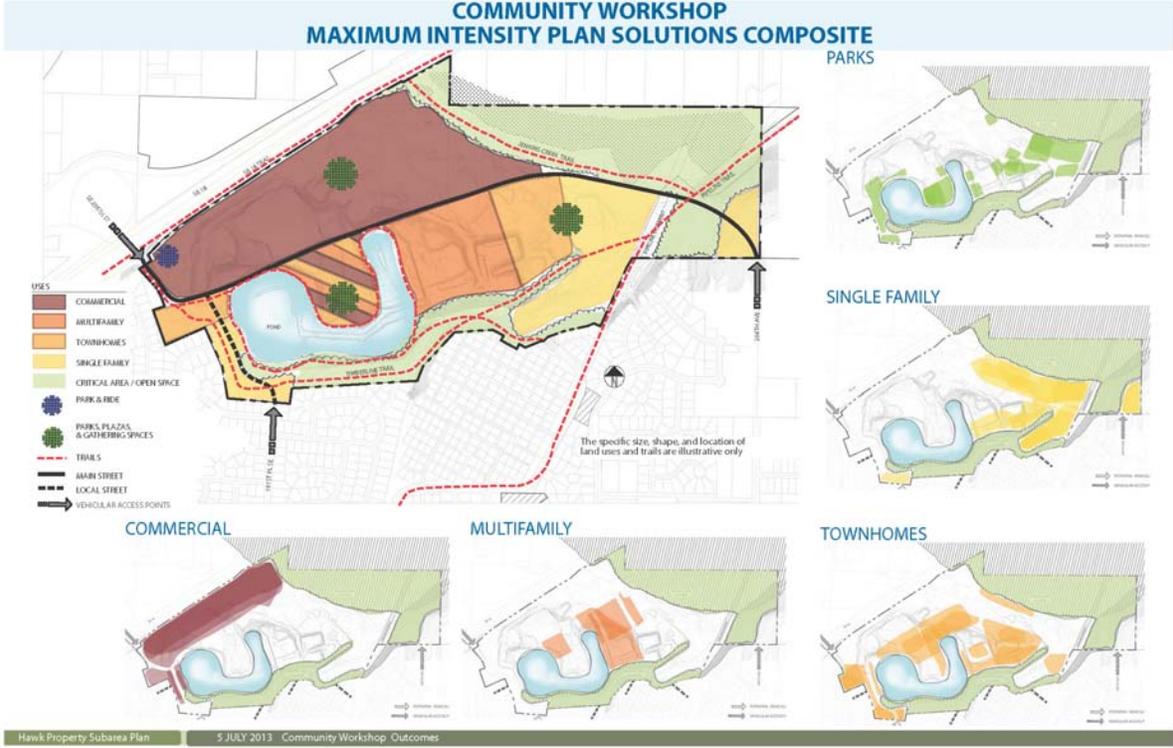
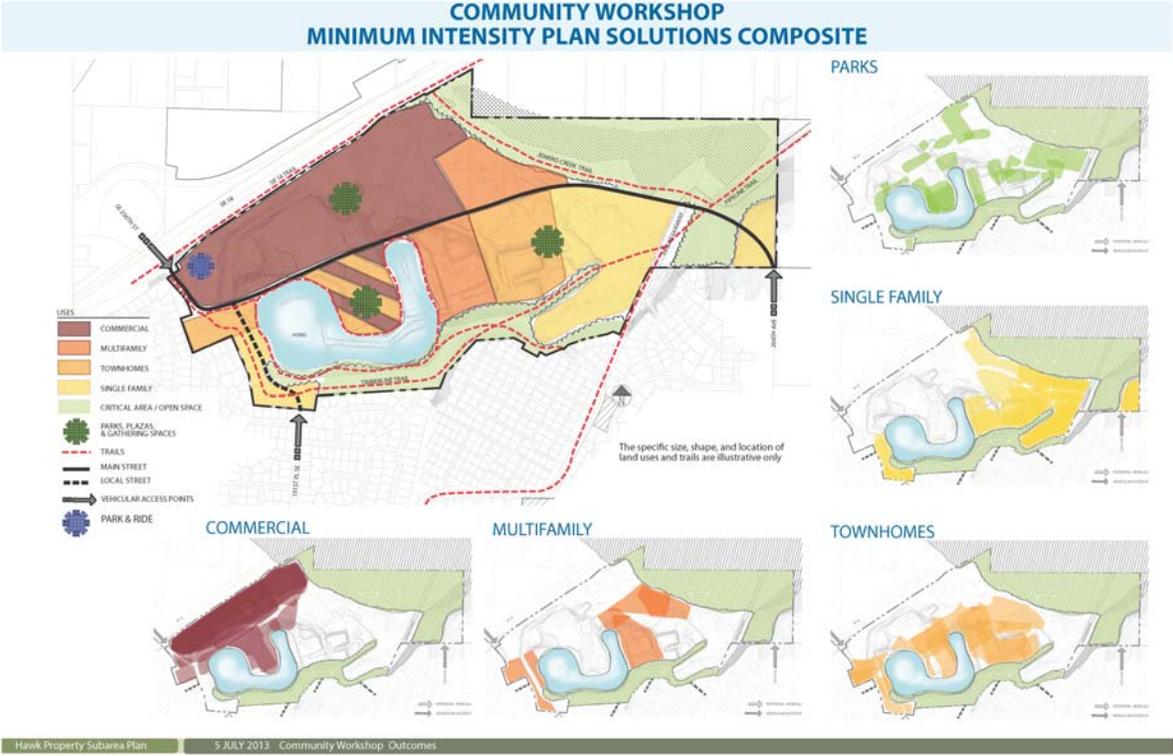
Covington residents participate in a site planning exercise for the Hawk Property Subarea in March 2013.

HAWK PROPERTY SUBAREA PLAN | INTRODUCTION



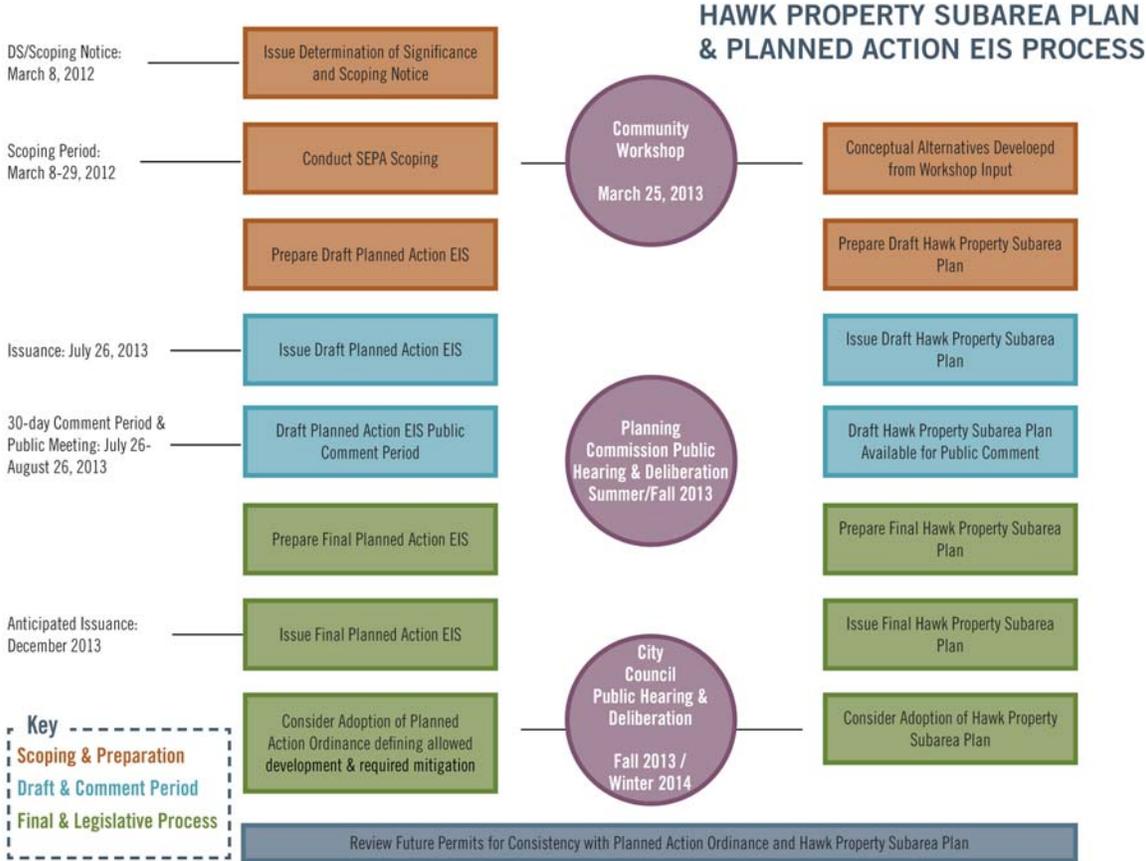
A collection of site plan options for the Hawk Property Subarea produced by citizen break-out groups at the community workshop in March 2013.

HAWK PROPERTY SUBAREA PLAN | INTRODUCTION



Anticipated Timeline and Outcomes

The planning process for the Hawk Property Subarea is anticipated to continue through late 2013. This subarea plan and the associated proposed development regulations will undergo public review in the summer/fall of 2013, with revisions in the fall and adoption of the final plan and development regulations in December 2013. Preparation of a development agreement and master site plan is anticipated in 2014. Annexation of the unincorporated portion of the subarea may also occur in 2014. A schematic of the subarea plan and environmental review process is included below.



SUBAREA SENSE OF PLACE

Overview

As described in the Introduction, the community vision for the subarea is an urban village with a mix of commercial, residential, and recreation uses. The specific development goals for the subarea, based on concepts and ideas from the property owners, community residents, and city staff and officials, include the following:

- To plan for future development of the Hawk Property Subarea in Covington's Northern Gateway area by defining land use options;
- To protect environmentally sensitive areas while fostering economic development;
- To create an urban village for regional and local commercial uses and related employment, a mix of housing types, as well as community gathering and recreation spaces that is unique from and secondary to Covington's downtown;
- To plan for an orderly transition of the Hawk Property Subarea from a reclaimed mineral extraction site to urban uses appropriate for its location in Covington's Northern Gateway;
- To improve transportation mobility in the area with a new arterial connection between SR 18 and 204th Avenue SE through the subarea and the connection to SE 272nd Street;
- To provide housing options, such as multifamily, townhomes, and small lot single family homes, that are not widely available in Covington; and
- To provide unique open space amenities such as an on-site pond and parks, and provide access to the regional trail system such as the Tri-City/Covington Highlands Trail.

Designed and developed as urban village, the focus of the Hawk Property Subarea is on convenient access to retail goods and services, housing choice, public amenities and conservation of natural areas. In this way, it is distinct from the city's Town Center, which serves as the dense social and civic heart of Covington for live, work, play and learning.

Key Features

Key features that define the sense of place for the Hawk Property Subarea urban village include:

- A mixture of large-format retail and local/iconic retail that will provide regional shopping and employment opportunities that will draw visitors from neighboring communities;
- A mixture of high-quality single-family neighborhoods, townhome clusters, and multifamily buildings at varying densities that will provide a range of housing choices and distinct residential experiences within the subarea;
- A central pond feature that will serve as a focal point, with public gathering space and recreational amenities for residents and visitors to the urban village;
- Protected natural features along Jenkins Creek and the steep slope area the southern edge of the subarea; and
- On-site parks and trails that will serve the recreational needs of area residents and provide access to regional recreational resources.

These key features are illustrated in two conceptual site plans on the following pages.

Conceptual Site Plan – Minimum Urban Village Alternative



Conceptual Site Plan – Maximum Urban Village Alternative



Land Use and Zoning

Predominant land uses in the subarea will be large format retail, local and iconic retail, single-family residences, townhomes, and multifamily residential units. Because this represents a mix of uses not commonly found elsewhere in Covington, zoning for the subarea would be a combination of existing and new zoning districts. Three new zoning districts are being proposed for the Hawk Property Subarea to accommodate a mix of uses not commonly found in other zoning districts in Covington. Development in these new zones will be subject to Covington's existing development standards, as amended, and a new section of Chapter 18.35 specifically for the Hawk Property Subarea.

Portions of the subarea intended exclusively for single family residences and townhomes would use the proposed new High Density Residential (R-12) zone or the existing R-6 zone, where appropriate. Single family residences, townhomes, and multifamily residences would be accommodated by the new Mixed Residential (MR) zone. The MR zone would also allow those small-scale commercial uses that are supportive of residential areas, such as coffee shops and neighborhood food stores. Large format retail uses and multifamily housing would be allowed in the new Regional Commercial Mixed Use (RCMU) zone.

Implementation

The vision and community design philosophies, will be implemented through a combination of new Comprehensive Plan goals and policies, design standards, zoning code revisions, and potentially a development agreement as applicable between the City of Covington and the property owner of the subarea. These implementation measures are presented in the following sections and are summarized below.

- **Goals and Policies.** New goals and policies will be added to the City's Comprehensive Plan to create connections between the objectives of the Hawk Property Subarea Plan and the City's existing policy framework.
- **Zoning Code Revisions.** This section describes changes that will be made to Covington's Municipal Code (CMC) to implement the vision for the Hawk Property Subarea, including three new zoning districts and associated development regulations governing permitted uses, height, bulk, and density.
- **Design Standards.** A set of design standards in a new section of Chapter 18.35 will inform both site planning and building design in the subarea. These regulations will provide standards for developers and City staff as they review future development proposals.

GOALS & POLICIES

This section contains goals and policies that will be incorporated into the appropriate elements of the City's Comprehensive Plan. These goals and policies are designed to guide future development in the Hawk Property Subarea, as well as guide the development of future land use plans, zoning, environmental regulations, and capital plans for the area.

Land Use

2.6.12 Hawk Property Subarea (New Section)

The Hawk Property Subarea designation is intended to provide commercial and residential opportunities in an urban village setting with associated recreational and open space amenities. The Hawk Property Subarea should provide both regional and local commercial opportunities, as well as housing options not widely available in Covington, including multifamily, townhome, and small-lot residential development. This designation is appropriate for those properties included in the Hawk Property Subarea, as mapped in the Hawk Property Subarea Plan.

2.8.19 Hawk Property Subarea Urban Village (New Section)

LNG 19.0 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 . (New Goal)

- LNP 19.1 Encourage a variety of commercial, residential, and recreational development types. (New Policy)
- LNP 19.2 Encourage a variety of housing types at various densities to provide housing choices not currently available in one location within Covington. (New Policy)
- LNP 19.3 Adopt design standards for the urban village that facilitate development in the Hawk Property Subarea as the northern entrance to Covington. (New Policy)
- LNP 19.4 Ensure that the public realm provides places for a variety of ages, interests, and experiences and is easily accessible. (New Policy)
- LNP 19.5 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. (New Policy)
- LNP 19.6 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. (New Policy)
- LNP 19.7 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. (New Policy)

Economic Development

12.5.5 Commercial and Mixed Use Development

EDG 5.0 Encourage commercial retail, service and complementary mixed use development that serves the residents of Covington and nearby communities, attracts visitors, and enhances the City's tax base while addressing transportation and other public service issues as they arise. (Existing Goal)

- EDP 5.8 Encourage regional commercial and employment uses along major transportation corridors to strengthen Covington's economic position within the region. (New Policy)

12.5.9 Hawk Property Subarea (New Section)

EDG 9.0 Develop a secondary economic center in the Hawk Property Subarea that offers shopping, employment, and residential opportunities without competing with the Town Center. (New Goal)

- EDP 9.1 Encourage both regional and local-serving commercial uses that meet community shopping needs and provide jobs. (New Policy)
- EDP 9.2 Formulate an image and branding strategy to provide a unique identity distinct from the Covington Town Center, such as a Master Sign Program. (New Policy)
- EDP 9.3 Implement land use and zoning standards that will encourage a mix of regional and local commercial uses and housing densities. (New Policy)
- EDP 9.4 Encourage commercial development comprised of a mix of regional retail, iconic/local retail and related uses that will serve local residents as well as residents of neighboring communities. (New Policy)
- EDP 9.5 Ensure that commercial areas are sensitive to the natural features around them. (New Policy)

Transportation

5.15.5 Transit and TDM Strategies

TRG 5.2 Enhance use of transit and TDM strategies by supporting appropriate land use. (Existing Goal)

- TRP 5.8 Encourage the development of higher-density commercial and residential centers that can be efficiently served by transit. (New Policy)

5.15.6 Street Improvement Standards

TRG 6.3 In general, all arterials shall accommodate pedestrian and bicycle movement, as well as automobile and transit traffic. (Existing Goal)

- TRP 6.11 Link local street networks through subdivisions to provide efficient local circulation, as appropriate, and provide additional collector arterial access for major residential areas. (Existing Policy)
- TRP 6.14 Link SR 18 and 204th Ave SE with an arterial solution that provides efficient circulation while promoting a safe shopping and pedestrian environment. (New Policy)

HAWK PROPERTY SUBAREA PLAN | GOALS & POLICIES

- TRP 6.15 Ensure that the arterial link between SR 18 and 204th Avenue SE is constructed and accessible prior to the opening of any local street connection from the Hawk Property Subarea to 191st Place SE. (New Policy)
- TRP 6.16 Provide an interconnected system of streets and non-motorized facilities that minimizes vehicular/bicycle/pedestrian conflicts and promotes pedestrian safety. Employ a grid street pattern where practicable. (New Policy)
- TRP 6.17 Implement streetscape improvements that promote walkability and commercial activity. (New Policy)

Parks & Recreation

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, function, accessible and safe – providing equitable access to all residents. (Existing Goal)

- 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. (New Policy)

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. (Existing Goal)

- 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. (New Policy)
- PRP 4.16 In the Hawk Property Subarea, develop park and greenspace areas as both publicly accessible recreational and habitat amenities. (New Policy)

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. (Existing Goal)

- 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. (Existing Policy)
- 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. (Existing Policy)
- PRP 5.11 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. (New Policy)
- PRP 5.12 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. (New Policy)

HAWK PROPERTY SUBAREA PLAN | GOALS & POLICIES

- PRP 5.13 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. (New Policy)

Surface Water Resources

7.5.2 General Water Resources Protection

EVG 2.0 Insure that land use development policies protect the City's water quality. (Existing Goal)

- 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. (New Policy)
- 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. (New Policy)

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 stormwater 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. (Existing Goal)

- 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. (Existing Policy)

Vegetation Retention

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. (Existing Goal)

- EVP 9.8 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. (New Policy)
- EVP 9.9 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. (New Policy)

DEVELOPMENT REGULATIONS

This Chapter presents zoning and development regulations for the Hawk Property Subarea. Adoption of this subarea plan would entail amendments to the City's current zoning code; proposed development regulations are therefore presented in the format of the Covington Municipal Code, using ~~strikethrough~~ text to indicate proposed deletions from the existing code and underline text to indicate proposed additions to the code.

Definitions

The definitions established in Chapter 18.20 of the Covington Municipal Code fully apply within the Hawk Property Subarea. The following additional definitions shall be added to Chapter 18.20.

18.20 Technical Terms and Land Use Definitions

18.20.613 Hotel

"Hotel" means an establishment in which temporary lodging or temporary boarding and lodging are provided and offered to the public for compensation and in which ingress and egress to and from all guest rooms are made through an inside lobby or office. Guest rooms must be accessed from an interior hallway. The use may include ancillary uses, such as, but not limited to, a restaurant, lounge, meeting rooms, banquet rooms, swimming pool, and convention facilities.

18.20.893 Physical Fitness/Recreation Club

"Physical Fitness/Recreation Club " means a private facility including uses such as, but not limited to, game courts, exercise equipment, gym, exercise rooms, locker rooms, swimming pool, sauna, steam room, showers, and tanning salons.

Zoning Districts

Zoning in the Hawk Property Subarea shall consist of the Urban Residential (R), Mixed Residential (MR) and Regional Commercial-Mixed Use (RCMU) districts. The City's existing zoning code will be amended as follows to implement the goals and policies of the Hawk Property Subarea Plan.

18.15 Zones, Maps and Designations

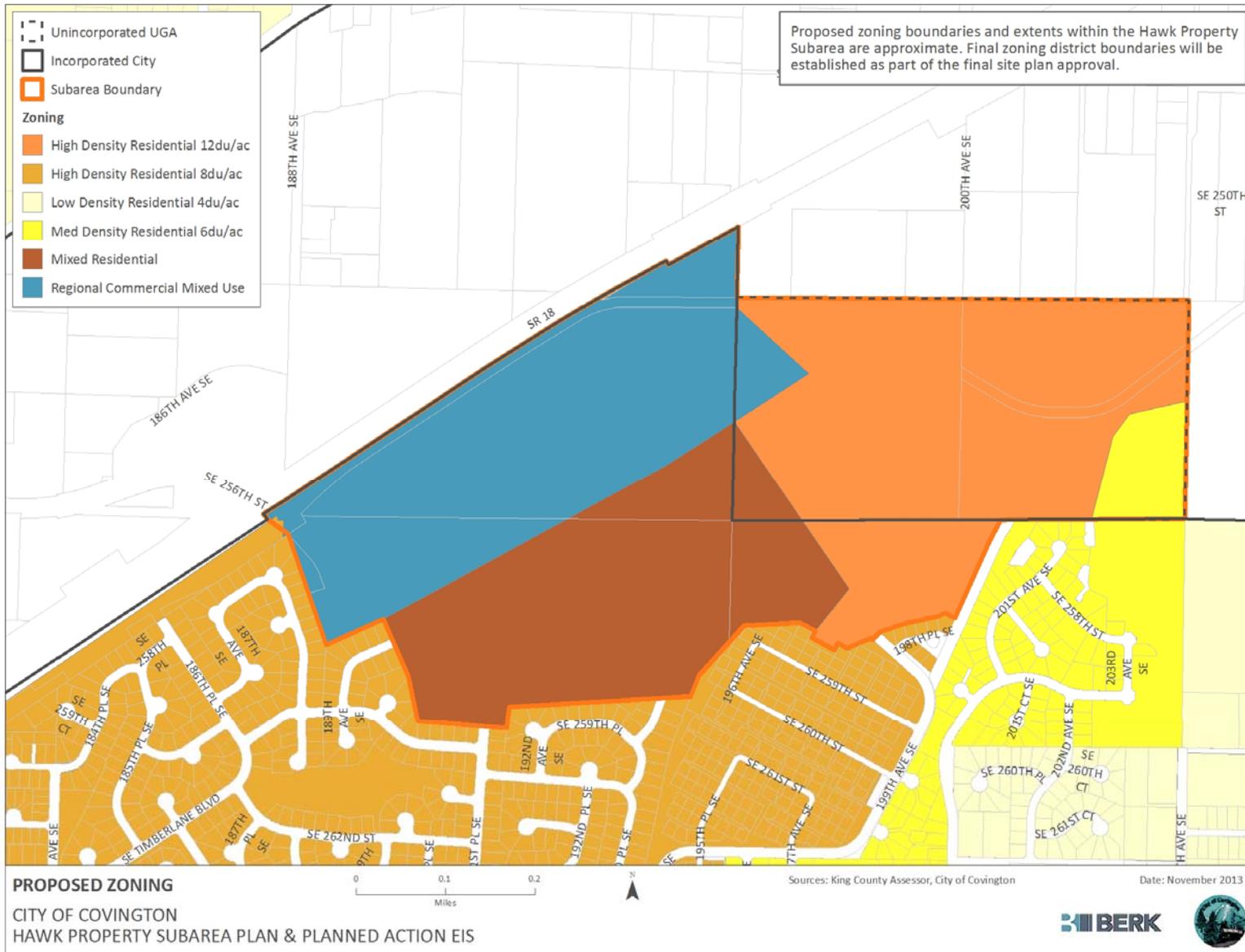
18.15.010 Zones and Map Designations Established.

In order to accomplish the purposes of this title the following zoning designations and zoning map symbols are established:

Zoning Designations	Map Symbol
Mineral	M
Urban Separator	US (R-1)
Urban Residential	R (base density in dwellings per acre)
Neighborhood Commercial	NC
<u>Mixed Residential</u>	<u>MR</u>
Community Commercial	CC
Downtown Zone	DN (further specified by district)
Town Center District	TC
Mixed Commercial District	MC
General Commercial District	GC
Mixed Housing/Office District	MHO
Industrial	I
<u>Regional Commercial-Mixed Use</u>	<u>RCMU</u>

HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

Potential Zoning – Hawk Property Subarea



18.15.050 Urban Residential Zone

- (1) The purpose of the urban residential zone (R) is to implement comprehensive plan goals and policies for housing quality, diversity and affordability, and to efficiently use urban residential land, public services and energy. These purposes are accomplished by:
 - (a) Providing, in the R-1 (urban separator) through ~~R-8R-12~~ zones, for a mix of predominantly single detached dwelling units and other development types, with a variety of densities and sizes;
 - (b) Providing, in the R-18 (multifamily) zone, a mix of higher densities and greater variety of housing uses;
 - (c) Allowing only those accessory and complementary nonresidential uses that are compatible with urban residential communities; ~~and~~
 - (d) Establishing density designations to facilitate advanced area-wide planning for public facilities and services, and to protect environmentally sensitive sites from overdevelopment.; ~~and~~
 - (e) Providing, in the MR (Mixed Residential) zone, a variety of housing types at a range of densities not provided by the other Urban Residential zoning districts. These purposes are accomplished by allowing a mixture of residential uses while limiting non-residential uses to neighborhood-serving commercial uses that are complementary and supportive of mixed-density housing development.
- (2) Use of this zone is appropriate as follows:
 - (a) The urban separator (R-1) zone on or adjacent to lands with area-wide environmental constraints where development is required to cluster away from sensitive areas, on lands designated urban separators or wildlife habitat network where development is required to cluster away from the axis of the corridor on critical aquifer recharge areas, and on regionally and locally significant resource areas (RSRAs/LSRAs) or in well-established subdivisions of the same density, which are served at the time of development by public or private facilities and services adequate to support planned densities; and
 - (b) The R-4 through R-18 zones ~~and the MR zone~~ on lands that are predominantly environmentally unconstrained and are served at the time of development by adequate public sewers, water supply, roads and other needed public facilities and services. (Ord. 10-10 § 3 (Exh. C); Ord. 42-02 § 2 (21A.04.080))

18.15.090 Regional Commercial-Mixed Use Zone

- (1) The purpose of the Regional Commercial-Mixed Use Zone (RCMU) is to provide regional-scale retail and service uses in a well-designed urban village setting that may include a limited amount of high-density residential uses. These purposes shall be accomplished by:
 - (a) Concentrating large-scale commercial uses to facilitate efficient provision of public services and to minimize incompatibilities with residential uses;
 - (b) Encouraging compact development to accommodate integrated open space and natural features, as well as recreational amenities; and
 - (c) Allowing for both horizontal and vertical mixed-use development, including a mix of commercial and residential uses.
 - (d) Other public benefits consistent with the Comprehensive Plan polices as approved by the city council.
- (2) Use of this zone is appropriate in commercial centers with adequate access to the regional transportation network.

HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

18.25 Permitted Uses

18.25.030 Residential Land Uses.

A. Table

Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
*	DWELLING UNITS, TYPES:										
*	Single detached		P C2	P C2	<u>P</u> <u>C2</u>	P4 C2	<u>P9</u>				
*	Townhouse		P	P	<u>P</u>	P	<u>P10</u>	P3	P3		
*	Multifamily					P4	<u>P</u>	P3	P3	<u>P</u>	
*	Manufactured home park			C8		C8					
	GROUP RESIDENCES										
*	Community residential facility-I		C	C	<u>C</u>	C	<u>C</u>	P3	P3		
*	Community residential facility-II							C	C		
*	Senior citizen assisted housing		P	P	<u>P</u>	P	<u>P</u>	P3		<u>P</u>	
	ACCESSORY USES:										
*	Residential accessory uses		P6	P6,8	<u>P6,8</u>	P6,8	<u>P 6, 8</u>	P6			
*	Home occupation		P	P	<u>P</u>	P	<u>P</u>	P		<u>P</u>	
	TEMPORARY LODGING										
*	Bed and breakfast guesthouse		P7	P7	<u>P7</u>	P7	<u>P7</u>	P	P		
*	<u>Hotel</u>						<u>P</u>			<u>P</u>	

B. Development Conditions

- (1) For all single-family preliminary plats of 20 lots or more, 18 percent of the units must be constructed as multiple-family dwelling units. The City will consider a reduction in the required number of multiple-family units if an agreement can be reached to assure the affordable housing income figures mandated by the comprehensive plan can be achieved. This condition shall not apply within the Hawk Property Subarea.

HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

- (2) Required before approving more than one dwelling on individual lots, except on lots in subdivisions, short subdivisions or binding site plans approved for multiple unit lots, and except as provided for accessory dwelling units in Condition No. 7.
- (3) Only as part of a mixed-use/integrated development subject to the conditions of Chapter 18.35 CMC.
- (4) Permitted only in the R-18 zone.
- (5) Must be in accord with Chapter 18.35 CMC.
- (6) Accessory Dwelling Units.
 - (a) Only one accessory dwelling per primary single detached dwelling unit;
 - (b) Only in the same building as the primary dwelling unit on an urban lot that is less than 10,000 square feet in area, on a rural lot that is less than the minimum lot size, or on a lot containing more than one primary dwelling;
 - (c) The primary dwelling unit or the accessory dwelling unit shall be owner-occupied;
 - (d) One of the dwelling units shall not exceed a floor area of 1,000 square feet except when one of the dwelling units is wholly contained within a basement or attic;
 - (e) When the primary and accessory dwelling units are located in the same building, only one entrance may be located on each street side of the building;
 - (f) One additional off-street parking space shall be provided;
 - (g) The accessory dwelling unit shall be converted to another permitted use or shall be removed if one of the dwelling units ceases to be owner occupied;
 - (h) An applicant seeking to build an accessory dwelling unit shall file a notice approved by the Department with the Records and Elections Division which identifies the dwelling unit as accessory. The notice shall run with the land. The applicant shall submit proof that the notice was filed before the Department shall approve any permit for the construction of the accessory dwelling unit. The required contents and form of the notice shall be set forth in administrative rules. If an accessory dwelling unit in a detached building in the rural zone is subsequently converted to a primary unit on a separate lot, either the original lot or the new lot may have an additional detached accessory dwelling unit constructed unless the lot is at least twice the minimum lot area required in the zone; and
 - (i) Must be in accord with Chapter 18.35 CMC.
- (7) Only as an accessory to the permanent residence of the operator, provided:
 - (a) Serving meals to paying guests shall be limited to breakfast; and
 - (b) The number of persons accommodated per night shall not exceed five, except that a structure which satisfies the standards of the International Building Code for R-1 occupancies may accommodate up to 10 persons per night.
- (8) On-street electric vehicle charging stations are not permitted in the R-1 through R-18 zones. Individual electric vehicle charging stations for a single-family residence shall follow the Installation Guide for Charging Stations, prepared by Puget Sound Regional Council, and as amended. (Ord. 19-11 § 1 (Exh. 1); Ord. 10-10 § 3 (Exh. C); Ord. 06-05 § 1; Ord. 23-04 § 10; Ord. 42-02 § 2(21A.08.030))
- (9) Within the Hawk Property Subarea, single-family detached residences shall not be allowed around or abutting the pond.
- (10) Within the Hawk Property Subarea, townhouses shall not be allowed around or abutting the pond except as part of a mixed-use development, unless otherwise separated from the pond by a public trail, park, greenspace or street.

HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

18.25.040 Recreational/Cultural Land Uses

A. Table

Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
*	PARK/RECREATION:										
*	Park	P1	P	P1	<u>P1</u>	P1	<u>P1</u>	P	P	<u>P1</u>	P
*	Trails	P	P	P	<u>P</u>	P	<u>P</u>	P	P	<u>P</u>	P
	AMUSEMENT/ENTERTAINMENT:										
*	Adult entertainment businesses (2)										P
793	Bowling center									<u>P</u>	P
*	Golf facility			P3	<u>P3</u>						
799 9(4) (6)	Amusement and recreation services			P5	<u>P5</u>						
*	Commercial recreation	C									C
<u>*</u>	<u>Physical Fitness/ Recreation Clubs</u>									<u>P</u>	
<u>*</u>	<u>Theaters</u>									<u>P</u>	
	CULTURAL:										
823	Library			C6	<u>C5</u>	C6	<u>C5</u>	P	P	<u>P</u>	
841	Museum			C	<u>C</u>	C	<u>C</u>	P	P	<u>P</u>	P
842	Arboretum			P	<u>P</u>	P	<u>P</u>	P	P		

B. Development Conditions

- (1) Lighting for structures and fields shall be directed away from residential areas through the use of exterior full cut-off shields or through optics within the fixture.
- (2) Adult entertainment businesses shall be prohibited within 550 feet of any property zoned R or containing schools, licensed day care centers, public parks or trails, community centers, public libraries or churches. In addition, adult entertainment businesses shall not be located closer than 3,000 feet to any other adult entertainment business. These distances shall be measured from the property line of the parcel or parcels proposed to contain the adult entertainment business to the property line of the parcels zoned R or that contain the uses identified in this subsection.
- (3) Clubhouses, maintenance buildings, equipment storage areas and driving range tees shall be at least 50 feet from residential property lines. Lighting for practice greens and driving range ball

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impact areas shall be directed away from adjoining residential zones. Applications shall comply with adopted best management practices for golf course development. Ancillary facilities associated with a golf course are limited to practice putting greens, maintenance buildings and other structures housing administrative offices or activities that provide convenience services to players. These convenience services are limited to a pro shop, food services and dressing facilities and shall occupy a total of no more than 10,000 square feet.

- (4) Excluding amusement and recreational uses classified elsewhere in this chapter.
- (5) A conditional use permit is required unless the use is an accessory to a park or in a building listed on the National Register as a historic site or designated as a King County landmark subject to Chapter 18.47 CMC.
- (6) The operation of an indoor shooting range, as defined in CMC 18.20.1080, is not permitted. Outdoor shooting ranges are not permitted. (Ord. 01-12 § 1 (Exh. 1); Ord. 10-10 § 3 (Exh. C); Ord. 42-02 § 2(21A.08.040))

18.25.050 General Services Land Uses

A. Table

Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
*	PERSONAL SERVICES:										
72	General personal service						<u>P</u>	P	P	<u>P</u>	P
721 6	Dry-cleaning plants										P
721 8	Industrial laundrers										P
726 1	Funeral home/crematory			C4	<u>C4</u>	C4	<u>C4</u>				
*	Cemetery, columbarium or mausoleum (5)			C3	<u>C3</u>	C3	<u>C3</u>	C3	C3		
*	Day care I			P6	<u>P6</u>	P	<u>P</u>	P	P	<u>P</u>	P7
*	Day care II			P8	<u>P8</u>	P	<u>P</u>	P	P	<u>P</u>	P7
074	Veterinary clinic (12)									<u>P</u>	P
753	Automotive repair (1) (12)										P
754	Automotive service (2)										P
76	Miscellaneous										P

HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
	repair										
866	Churches, synagogue, temple		C	C	<u>C</u>	C	<u>C</u>	P	P	<u>C</u>	
83	Social services						<u>P</u>	P		<u>P</u>	
<u>60/</u> 81/ 872	Legal/financial offices					P9, <u>14</u>	<u>P13</u>	P	<u>P14</u>	<u>P</u>	
874 8	Business consulting services					P9	<u>P13</u>	P		<u>P</u>	
*	Kennel or cattery										
*	Artist studios					P9	<u>C</u>	P		<u>P</u>	P
*	Interim recycling facility		P10								P
HEALTH SERVICES:											
<u>801-</u> <u>804</u> <u>*</u>	<u>Medical /dental</u> <u>oOffice/</u> <u>outpatient clinic</u>					P9	<u>P 13,</u> <u>15</u>	P	<u>P</u>	<u>P</u>	P
805	Nursing and personal care facilities					P9					
807	Medical/dental lab					P9					P
808- 809	Miscellaneous health					P9					
EDUCATIONAL SERVICES:											
	Schools: Elementary, middle/junior high, secondary or high school			P	<u>P</u>	P	<u>P</u>				
	Vocational school			C	<u>C</u>	C	<u>C</u>				P
	Specialized instruction school			C	<u>C</u>	C	<u>C</u>	P			P
	School district			P11	<u>P11</u>	P11	<u>P11</u>	C			P

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Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
	support facility										

B. Development Conditions

- (1) Except SIC Industry No. 7534 – Tire retreading; see manufacturing permitted use table.
- (2) Not abutting or taking access from SE 270th Place.
- (3) A conditional use permit is required unless a columbarium is an accessory to a church.
- (4) Only as an accessory to a cemetery.
- (5) Structures shall maintain a minimum distance of 100 feet from property lines adjoining residential zones.
- (6) Only as an accessory to residential use, and:
 - (a) Outdoor play areas shall be completely enclosed by a solid wall or fence, with no openings except for gates, and have a minimum height of six feet; and
 - (b) Outdoor play equipment shall maintain a minimum distance of 20 feet from property lines adjoining residential zones.
- (7) Permitted as an accessory use. See commercial/industrial accessory uses, CMC 18.25.060.
- (8) Only as a re-use of a public school facility subject to Chapter 18.85 CMC, or an accessory use to a school, church, park, sport club or public housing administered by a public agency, and:
 - (a) Outdoor play areas shall be completely enclosed by a solid wall or fence, with no openings except for gates, and have a minimum height of six feet;
 - (b) Outdoor play equipment shall maintain a minimum distance of 20 feet from property lines adjoining residential zones;
 - (c) Direct access to a developed arterial street shall be required in any residential zone; and
 - (d) Hours of operation may be restricted to assure compatibility with surrounding development.
- (9) Permitted only in existing single-family structures.
- (10) Limited to source-separated yard or organic waste processing facilities.
- (11) Only if adjacent to an existing or proposed school.
- (12)
 - (a) No burning of refuse or dead animals is allowed;
 - (b) The portion of the building or structure in which animals are kept or treated shall be soundproofed. All run areas, excluding confinement areas for livestock, shall be surrounded by an eight-foot solid wall and surfaced with concrete or other impervious material; and
 - (c) The provisions of Chapter 18.80 CMC relative to animal keeping are met. (Ord. 10-10 § 3 (Exh. C); Ord. 42-02 § 2(21A.08.050))
- (13) Limited to 3,000 square feet of gross floor area, unless located in a multi-story, mixed-use building in which case the limitation does not apply.
- (14) Excluding banks.
- (15) Storage limited to accessory storage of commodities sold at retail on the premises or materials used in the fabrication of commodities sold on the premises.

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18.25.060 Government/Business Services Land Uses

A. Table

Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
*	GOVERNMENT SERVICES:										
*	Public agency or utility office		C3	C3	<u>C3</u>	C3	<u>C3</u>	P	P	<u>P</u>	P
*	Public agency or utility yard	P5	C3	P8	<u>P8</u>	P8	<u>C3</u>	P8	P8	<u>P8</u>	P
*	Public agency archives	P5	C3	C3	<u>C3</u>	C3	<u>C3</u>	P	P	<u>P</u>	P
921	Court										
922 1	Police facility			P7	<u>P7</u>	P7	<u>P7</u>	P7	P7	<u>P7</u>	P
922 4	Fire facility			C6	<u>C6</u>	C6	<u>C6</u>	P	P	<u>P6</u>	P
*	Utility facility	P4 C14	P4 C14	P4 C14	<u>P4</u> <u>C14</u>	P4 C14	<u>P4</u> <u>C14</u>	P10	P4 C14	<u>P10</u>	P
*	Commuter parking lot			P13	<u>P13</u>	P13	<u>P13</u>			<u>P17</u>	P
	BUSINESS SERVICES:										
*	Construction and trade										P
*	Individual transportation and taxi										P
421	Trucking and courier service										P
*	Warehousing (1) and wholesale trade										P
47	Transportation service										P
473	Freight and cargo service										P
48	Communication offices										P

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Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
482	Telegraph and other communications										P
*	General business service						<u>P10, 18</u>	P10, 16		<u>P10</u>	P
*	Professional office					P11	<u>P18</u>	P		<u>P</u>	P
735	Miscellaneous equipment rental (12)										P
751	Automotive rental and leasing										P
873	Research, development, and testing										P2
*	Heavy equipment and truck repair										P
ACCESSORY USES:											
*	Commercial/ industrial accessory uses	P				P15	<u>P15</u>	P9,15	P15	<u>P9,15</u>	P15
*	Off-street required parking lot			P	<u>P</u>	P	<u>P</u>	P	C	<u>P</u>	P

B. Development Conditions

- (1) Except self-service storage.
- (2) Except SIC Industry No. 8732 – Commercial economic, sociological, and educational research, see general business service/office.
- (3) A conditional use permit is not required if the use is:
 - (a) A reuse of a public school facility or a surplus nonresidential facility subject to the provisions of Chapter 18.85 CMC; or
 - (b) An accessory to a fire facility and the office is no greater than 1,500 square feet of floor area.
- (4) Excluding bulk gas storage tanks.
- (5) Subject to industrial criteria.
- (6) (a) All buildings and structures shall maintain a minimum distance of 20 feet from property lines adjoining residential zones;

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- (b) Any buildings from which fire-fighting equipment emerges onto a street shall maintain a distance of 35 feet from such street;
- (c) No outdoor storage.
- (7) Limited to “storefront” police offices. Such offices shall not have:
 - (a) Holding cells;
 - (b) Suspect interview rooms (except in the NC zone); or
 - (c) Long-term storage of stolen properties.
- (8) (a) Utility yards only on sites with utility district offices; or
 - (b) Public agency yards are limited to material storage for road maintenance facilities.
- (9) Storage limited to accessory storage of commodities sold at retail on the premises or materials used in the fabrication of commodities sold on the premises.
- (10) Provided, that all material and/or equipment of any kind is stored in a fully enclosed building.
- (11) Permitted only in existing single-family structures.
- (12) Not abutting or taking access from SE 270th Place.
- (13) Limited to new commuter parking lots designed for 30 or fewer parking spaces or commuter parking lots located on existing parking lots for churches, schools, or other permitted nonresidential uses which have excess capacity available during commuting; provided, that the new or existing lot is adjacent to a designated arterial that has been improved to a standard acceptable to the Department of Transportation.
- (14) Limited to bulk gas storage tanks which pipe to individual residences but excluding liquefied natural gas storage tanks.
- (15) Electric vehicle charging stations are permitted in accordance with CMC 18.50.170.
- (16) Gasoline service stations and battery exchange stations are limited to the community commercial (CC) zone and subject to the following conditions:
 - (a) A gasoline service station shall be limited to four pumps and eight price gauges to service no more than eight vehicles.
 - (b) A battery exchange station shall provide a minimum of three stacking spaces.
 - (c) Stacking spaces and drive-through facilities shall be designed in accordance with CMC 18.50.080.
 - (d) Any associated materials, equipment storage, outdoor storage tanks and battery exchange activities shall be within a fully enclosed structure, unless otherwise determined by the Director. (Ord. 19-11 § 1 (Exh. 1); Ord. 10-10 § 3 (Exh. C); Ord. 08-07 § 1; Ord. 16-05 § 1; Ord. 08-05 § 1; Ord. 24-04 § 1; Ord. 42-02 § 2(21A.08.060))
- (17) Limited to Park-and-Ride facilities associated with a public or private transit facility provider. Any such commuter parking lot shall not exceed 125 surface spaces. Parking stalls in excess of this amount shall be located within a parking structure.
- (18) Limited to 3,000 square feet of gross floor area unless located in a multi-story, mixed-use building in which case the limitation does not apply.

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18.25.070 Retail Land Uses

A. Table

Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
*	Building, hardware and garden materials						<u>P2</u>	P1	P1	<u>P 1, 7</u>	
*	Department and variety stores							P	P	<u>P</u>	
54	Food stores						<u>P2</u>	P	P2	<u>P</u>	P2
56	Apparel and accessory stores							P	P	<u>P</u>	
58	Eating and drinking places						<u>P6</u>	P	P	<u>P</u>	P
592	Liquor stores							P	P	<u>P</u>	
*	Book, stationary, video and art supply stores						<u>P2</u>	P	P	<u>P</u>	
*	Hobby, toy, game shops						<u>P2</u>	P	P	<u>P</u>	
*	Photographic and electronic shops							P	P	<u>P</u>	
*	Fabric shops						<u>P2, 7</u>	P	P	<u>P</u>	
*	Florist shops						<u>P2, 7</u>	P	P	<u>P</u>	
*	Farmers' and public markets						<u>P5</u>	P5	P5	<u>P5</u>	
	<u>Medical/dental</u>					<u>P4</u>	<u>P2, 7</u>		<u>P</u>	<u>P</u>	
	Laundromat/dry cleaner						<u>P2</u>		P	<u>P</u>	
	Commercial printing and publishing						<u>P2</u>		P	<u>P</u>	
	<u>Legal/financial offices</u>					<u>P(3) (4)</u>	<u>P2</u>		<u>P3</u>	<u>P</u>	

B. Development Conditions

- (1) Only hardware and garden materials stores shall be permitted; provided, that all material and/or equipment of any kind is stored in a fully enclosed building.

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- (2) Limited to a maximum of 3,000 square feet of gross floor area, unless located in a multi-story, mixed-use building, in which case the limitation does not apply.
- (3) Excluding banks. Reserved.
- (4) Permitted only in existing single-family structures.
- (5) Farmers' and public markets are permitted. Temporary markets require a temporary use permit in accordance with CMC 18.85.125. (Ord. 10-10 § 3 (Exh. C); Ord. 09-09 § 4; Ord. 06-06 § 1; Ord. 42-02 § 2(21A.08.070))
- (6) Limited to a maximum of 8,000 square feet of gross floor area, and drive-through facilities are not permitted.
- (7) Storage limited to accessory storage of commodities sold at retail on the premises or materials used in the fabrication of commodities sold on the premises.

18.25.080 Manufacturing Land Uses

A. Table

Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
205	Bakeries						<u>C3</u>	P	P	<u>P</u>	P
20	Food and kindred products (except 205)										P1
2082/ 2084	Winery/brewery						<u>C3</u>			<u>P</u>	P
22	Textile mill products										C
23	Apparent and other textile products										P
24	Wood products, except furniture										P
25	Furniture and fixtures										P
26	Paper and allied products										C
27	Printing and publishing							P2			P
28	Chemicals and allied products										C
2911	Petroleum refining and										C

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Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
	related industries										
30	Rubber and miscellaneous plastics products										C
31	Leather and leather goods										P
32	Stone, clay, glass, and concrete products										P
33	Primary metal industries										C
34	Fabricated metal products										P
35	Industrial and commercial machinery										P
351-355	Heavy machinery and equipment										C
357	Computer and office equipment										P
36	Electronic and other electric equipment										P
374	Railroad equipment										C
376	Guided missile and space vehicle parts										C
379	Miscellaneous transportation vehicles										C
38	Measuring and controlling										P

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Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
	instruments										
39	Miscellaneous light manufacturing										P
*	Motor vehicle and bicycle manufacturing										C
*	Aircraft, ship and boat building										C
7534	Tire treading										P
781-782	Movie production/distribution										P

B. Development Conditions

- (1) Except slaughterhouses.
- (2) Limited to photocopying and printing services offered to the general public. (Ord. 10-10 § 3 (Exh. C); Ord. 42-02 § 2(21A.08.080))
- (3) Limited to 3,000 square feet of gross floor area unless located in a multi-story, mixed-use building, in which case the limitation does not apply.

18.25.090 Resource Land Uses

A. Table

Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
*	Agriculture training facility										
	FORESTRY:										
	Growing and harvesting forest product	P4		P	<u>P</u>	P					P

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*	Forest research											P
FISH AND WILDLIFE MANAGEMENT:												
092 1	Hatchery/fish preserve (1)			C	<u>C</u>	C						P
027 3	Aquaculture (1)			C	<u>C</u>	C						P
*	Wildlife shelters											
MINERAL:												
10, 12, 14	Mineral extraction and processing	P										
295 1 327 1 327 3	Asphalt/concrete mixtures and block	P5										P
ACCESSORY USES:												
*	Resource accessory uses	P3										P2

B. Development Conditions

- (1) May be further subject to Chapter 16.05 CMC, Shoreline Management Plan.
- (2) Excluding housing for agricultural workers.
- (3) Limited to either maintenance or storage facilities, or both, in conjunction with mineral extraction or processing operation.
- (4) Only in conjunction with a mineral extraction site plan approved in accordance with Chapter 18.60 CMC.
- (5) Only as accessory to a primary mineral extraction use, or as a continuation of a mineral processing use established prior to the effective date of or consistent with this title. (Ord. 10-10 § 3 (Exh. C); Ord. 42-02 § 2(21A.08.090))

18.25.100 Regional Land Uses

A. Table

Key											
P – Permitted Use											
C – Conditional Use											
SIC #	SPECIFIC LAND USE	M	US	R4-8	<u>R-12</u>	R-18	<u>MR</u>	CC	NC	<u>RCMU</u>	I
*	Jail					C		C			C
*	Work release facility					C		C			

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*	Public agency animal control facility										P
*	Public agency training facility										C1
*	Nonhydroelectric generation facility	C6						C6			C
*	Wireless communication facility (4)	P C		P C	<u>P</u> <u>C</u>	P C	<u>P</u> <u>C</u>	P C	P C	<u>P</u> <u>C</u>	P C
*	Earth station			C2	<u>C2</u>	C2	<u>C2</u>	P3		<u>C2</u>	P
*	Energy resource recovery facility	C				C		C			C
*	Soil recycling facility	C									C
*	Transfer station	C				C		C			C
*	Wastewater treatment facility			C	<u>C</u>	C					C
*	Fairground										C
842 2	Zoo/wildlife exhibit			C	<u>C</u>	C					C
794 1	Stadium/arena										
822 182 22	College/university (1)			P5	<u>P5</u>			P5			P
*	Secure community transition facility (SCTS)	*									7

B. Development Conditions

- (1) Shooting ranges, either indoor or outdoor, associated with educational programs are not permitted.
- (2) Limited to no more than three satellite dish antennas.
- (3) Limited to one satellite dish antenna.
- (4) Wireless communication facilities (WCFs) are not permitted on any residential structure, undeveloped site located in a residential land use district, or site that is developed with a residential use. WCFs may be located (a) on any residential structure or undeveloped site in R-18, MHO, TC or GC zone districts; or (b) on any nonresidential structure (i.e., churches, schools, public facility structures, utility poles, etc.), or in public rights-of-way in any residential zone district. Chapter 18.70 CMC, Wireless Communication Facilities, outlines the approval and review process. In the event of a conflict between the requirements of Chapter 18.70 CMC and the requirements of this chapter, Chapter 18.70 CMC shall govern.

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- (5) Permitted as a re-use of a public school facility subject to Chapter 18.85 CMC. A conditional use permit is required if the use is a re-use of a surplus nonresidential facility subject to Chapter 18.85 CMC.
- (6) Limited to cogeneration facilities for on-site use only.
- (7) Conditional use permit required subject to meeting conditions for siting SCTFs in compliance with the requirements of Chapter 71.09 RCW and CMC 18.125.040. (Ord. 09-12 § 2 (Exh. B); Ord. 01-12 § 1 (Exh. 1); Ord. 10-10 § 3 (Exh. C); Ord. 16-05 § 2; Ord. 42-02 § 2 (21A.08.100))

Development Standards

18.30 Development Standards – Density and Dimensions

18.30.030 Densities and Dimensions – Residential Zones

A. Table

STANDARDS	ZONES						
	RESIDENTIAL						
	R-1 (14) Urban Separator	R-4	R-6	R-8	R-12	R-18	MR
Base density: dwelling units/acre (15)	1 du/ac	4 du/ac	6 du/ac	8 du/ac	<u>12 du/ac</u>	18 du/ac (18)	<u>14 du/ac</u>
Maximum density: dwelling unit/acre (1)		6 du/ac	9 du/ac	12 du/ac	<u>18 du/ac</u>	24 du/ac	<u>50 du/ac</u>
Minimum density (2) (15)		85% (12)	85% (12)	85% (12)	<u>85% (12)</u>	85% (12)	<u>85% (12)</u>
Minimum lot area (13)	2,500 sf	2,500 sf	2,500 sf	2,500 sf	<u>2,500 sf</u> (3)	2,500 sf (3)	<u>2,500 sf</u> (3)
Minimum lot width (3)	35 ft (7)	30 ft	30 ft	30 ft	<u>30 ft</u>	30 ft	<u>30 ft</u>
Minimum street setback (3)	20 ft (7)	10 ft (8)	10 ft (8)	10 ft (8)	<u>10 ft (8)</u>	10 ft	<u>10 ft</u>
Minimum interior setback (3) (13)	7ft 6 inches (7)	7ft 6 inches	7ft 6 inches	7ft 6 inches	<u>5 ft (19)</u>	10 ft	<u>5 ft (19)</u>
Base height (4)	35 ft	35 ft	35 ft 45 ft (11)	35 ft 45 ft (11)	<u>35 ft</u> <u>45 ft (11)</u>	35 ft	<u>60 ft</u>

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STANDARDS	ZONES						
	RESIDENTIAL						
	R-1 (14) Urban Separator	R-4	R-6	R-8	R-12	R-18	MR
Maximum impervious surface: percentage (5)	30% (16)	55%	70%	75%	75% (3)	75%	80% (3)

B. Development Conditions

- (1) This maximum density may be achieved only through the application of residential density incentives in accordance with Chapter 18.90 CMC or transfers of density credits in accordance with Chapter 18.95 CMC, or any combination of density incentive or density transfer. Maximum density may only be exceeded in accordance with CMC 18.90.040(6)(a)(vii). Within the Hawk Property Subarea, this condition shall not apply.
- (2) Also see CMC 18.30.060.
- (3) These standards may be modified under the provisions for zero-lot-line and townhouse developments.
- (4) Height limits may be increased if portions of the structure that exceed the base height limit provide one additional foot of street and interior setback for each foot above the base height limit, but the maximum height may not exceed 75 feet. Wireless communication facilities, including licensed amateur (HAM) radio stations and citizen band stations, shall not exceed the zone’s base height limit unless allowed pursuant to the provisions of Chapter 18.70 CMC or a height modification is granted pursuant to CMC 18.70.150. Netting or fencing and support structures for the netting or fencing used to contain golf balls in the operation of golf courses or golf driving ranges are exempt from the additional interior setback requirements but the maximum height shall not exceed 75 feet.
- (5) Applies to each individual lot. Impervious surface area standards for:
 - (a) Regional uses shall be established at the time of permit review;
 - (b) Nonresidential uses in residential zones, except those located within the MR zone, shall comply with CMC 18.30.140 and 18.30.250;
 - (c) Individual lots in the R-4 through R-6 zones that are less than 9,076 square feet in area shall be subject to the applicable provisions of the nearest comparable R-6 or R-8 zone; and
 - (d) A lot may be increased beyond the total amount permitted in this chapter subject to approval of a conditional use permit.
- (6) Mobile home parks shall be allowed a base density of six dwelling units per acre.
- (7) The standards of the R-4 zone shall apply if a lot is less than 15,000 square feet in area.
- (8) At least 20 linear feet of driveway shall be provided between any garage, carport or other fenced parking area and the street property line or back of sidewalk if any portion of the sidewalk has been included in an easement. The linear distance shall be measured along the center line of the driveway from the access point to such garage, carport or fenced area to the street property line.
- (9) Intentionally left blank.
- (10) Intentionally left blank.

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- (11) The base height to be used only for projects as follows:
- (a) In R-6, ~~and R-8~~ and R-12 zones, a building with a footprint built on slopes exceeding a 15 percent finished grade.
- (12) Density applies only to dwelling units and not to sleeping units.
- (13) Vehicle access points from garages, carports or fenced parking areas shall be set back from the property line on which a joint use driveway is located to provide a straight line length of at least 26 feet as measured from the center line of the garage, carport or fenced parking area, from the access point to the opposite side of the joint use driveway.
- (14) (a) All subdivisions and short subdivisions in the R-1 zone shall be required to be clustered if the property is located within or contains:
- (i) A floodplain;
 - (ii) A critical aquifer recharge area;
 - (iii) A regionally or locally significant resource area;
 - (iv) Existing or planned public parks or trails, or connections to such facilities;
 - (v) A Class I or II stream or wetland;
 - (vi) A steep slope; or
 - (vii) A greenbelt/urban separator or wildlife corridor area designated by the comprehensive plan or a community plan.
- (b) The development shall be clustered away from sensitive areas or the axis of designated corridors such as urban separators or the wildlife habitat network to the extent possible and the open space shall be placed in a separate tract that includes at least 50 percent of the site. Open space tracts shall be permanent and shall be dedicated to a homeowners' association or other suitable organization, as determined by the Director, and meet the requirements in CMC 18.35.040. On-site sensitive area and buffers, wildlife habitat networks, required habitat and buffers for protected species and designated urban separators shall be placed within the open space tract to the extent possible. Passive recreation (with no development of recreational facilities) and natural-surface pedestrian and equestrian trails are acceptable uses within the open space tract.
- (15) See CMC 18.30.090.
- (16) All subdivisions and short subdivisions in the R-1 zone shall have a maximum impervious surface area of eight percent of the gross acreage of the plat. Distribution of the allowable impervious area among the platted lots shall be recorded on the face of the plat. Impervious surface of roads need not be counted towards the allowable impervious area. Where both lot- and plat-specific impervious limits apply, the more restrictive shall be required.
- (17) Intentionally left blank.
- (18) Except cottage housing, which may have a base density of 12 du/acre. (Ord. 09-12 § 2 (Exh. B); Ord. 10-10 § 3 (Exh. C); Ord. 60-03 § 2; Ord. 57-03 § 2; Ord. 42-02 § 2 (21A.12.030))
- (19) Minimum interior setback for underground parking structures is zero (0) feet.

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18.30.040 Densities and Dimensions – Resource and Commercial/Industrial Zones

A. Table

STANDARDS	ZONES				
	RESOURCE	COMMERCIAL/INDUSTRIAL/MIXED USE			
	M	CC	NC	RCMU	I
Base density: dwelling units/acre (5)		8 du/ac (1)	8 du/ac (1)	<u>18 du/ac</u>	
Maximum density: dwelling unit/acre (5)		12 du/ac (2)	12 du/ac (2)	<u>50 du/ac</u>	
Minimum street setback	(6)	0 ft (3)	0 ft (3)	<u>0 ft</u>	25 ft
Minimum interior setback	(6)	20 ft (4)(8)	20 ft (4)(8)	<u>10 ft</u> <u>20 ft (4)</u>	20 ft (4)
Base height (9)	35 ft	35 ft	35 ft (10)	<u>60 ft</u>	45 ft
Maximum impervious surface: percentage (7)		85%	85%	<u>80%</u>	90%
Maximum building size (gross square feet)		30,000 sf	5,000 sf (11)(12)	<u>NA</u>	NA

B. Development Conditions

- (1) These densities are allowed only through the application of mixed-use/integrated development standards. Except for senior housing, no less than 60 percent of the ground floor of a mixed-use/integrated project shall be established for commercial use.
- (2) These densities may only be achieved through the application of residential density incentives or transfer of density credits in mixed-use developments.
- (3) Gas station pump islands shall be placed no closer than 15 feet to any property line. Gas islands and their associated canopy structures may not be placed on a street corner in accord with the requirements of the design manual.
- (4) Required on property lines adjoining residential zones.
- (5) The floor-to-lot ratio for mixed-use developments shall conform to Chapter 18.35 CMC. Floor-to-lot ratios shall not apply in the Hawk Property Subarea.
- (6) See CMC 18.60.060 for setback requirements in the mineral zone.
- (7) The impervious surface area for any lot may be increased beyond the total amount permitted in this chapter subject to approval of a conditional use permit.
- (8) Required on property lines adjoining residential zones unless a stand-alone townhouse development is proposed to be located adjacent to property upon which an existing townhouse development is located.
- (9) Structures in excess of the base height limitation may be increased upon approval of a conditional use permit.
- (10) Structures within 150 feet of R-zoned lands shall have sloped roofs with a pitch at least as steep as that of the roofs of the closest single-family structure.
- (11) The maximum footprint of any structure is 5,000 square feet. A building's gross floor area may exceed this figure if the structure includes second or third floors.
- (12) The total area of the collective footprints of all structures on a site may not exceed 10,000 square feet per acre of lot area. (Ord. 10-10 § 3 (Exh. C); Ord. 06-06 § 2; Ord. 42-02 § 2 (21A.12.040))

18.35 Development Standards – Design Requirements

18.35.150 On-Site Recreation – Space Required

- (1) Residential developments in the R and MR zones, stand-alone townhouse developments in the R, MR, CC, and NC, and RCMU zones, and mixed-use developments, if more than four units, shall provide fully accessible recreation space for leisure, play and sport activities as follows:
 - (a) Residential subdivision at a density of four units an acre or more: 450 square feet per unit;
 - (b) Townhouses developed at a density of eight units or less per acre: 450 square feet per unit;
 - (c) Manufactured home park: 260 feet per unit;
 - (d) Multifamily dwelling units and townhouses developed at a density of greater than eight units per acre: 100 square feet per unit;
 - (e) Senior housing or other age-restricted facilities: 200 square feet per unit or as required by the funding agency, whichever is greater.

18.35.200 Storage space, loading areas, and collection points for recyclables and refuse.

- (4) The collection points shall be designed as follows:
 - (a) Dimensions of the collection points shall be of sufficient width and depth to enclose containers for recyclables.
 - (b) Architectural design of any structure enclosing an outdoor collection point or any building primarily used to contain a collection point shall be consistent with the design of the primary structure(s) on the site.
 - (c) Collection points shall be identified by signs not exceeding two square feet.
 - (d) A six-foot wall or fence shall enclose any outdoor collection point, excluding collection points located in industrial developments that are greater than 100 feet from residentially zoned property. All screening shall include the use of landscape material.
 - (e) Enclosures for outdoor collection points and buildings used primarily to contain a collection point shall have gate openings at least 12 feet wide for haulers. In addition, the gate opening for any building or other roofed structure used primarily as a collection point shall have a vertical clearance of at least 12 feet.
 - (f) Weather protection of recyclables shall be ensured by using weather-proof containers or by providing a roof over the storage area.
 - (g) Loading areas within 50 feet and visible from an adjacent street or sidewalk shall be screened by a fence or wall. Collection points shall be fully enclosed.

18.35.310 Hawk Property Subarea (New Section)

- (1) Where standards in this Section conflict with other standards in this Title, the standards in this Section shall supersede other standards for the Hawk Property Subarea.
- (2) An interconnected system of pedestrian and bicycle facilities shall provide access to all areas of the community, to adjacent neighborhoods, and to regional trails.
- (3) The main arterial connecting SR 18 and 204th Ave SE shall attenuate traffic speeds through the community, support active street-level uses, and enhance pedestrian comfort and safety. An interconnected system of pedestrian and bicycle facilities shall provide access to all areas of the community, to adjacent neighborhoods, and to regional trails.
 - (a) 60% or more of the length of each block frontage in the MR and RCMU zoning districts shall be occupied by a building unless more than 40% of the length of a block frontage is occupied, individually or collectively, by zoning setbacks, a park, plaza, open space, driveway, or critical area, in which case the building frontage requirement shall be

reduced accordingly. This requirement does not apply where all or a portion of a block frontage is not deep enough for a building.

(b) 50% or more of the length of each block frontage on both sides of all streets in other zoning districts shall be occupied by a building unless 50% or more of the length of a block frontage is occupied, individually or collectively, by zoning setbacks, a park, plaza, open space, driveway, or critical area, in which case the building frontage requirement shall be reduced accordingly. This requirement does not apply where all or a portion of a block frontage is not deep enough for a building.

(c) On lots or parcels with multiple buildings, pedestrian circulation routes shall interconnect all buildings.

Pedestrian Access Routes Connecting Buildings (3c)



HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

(4) Buildings

- (a) Sections 18.35.050 and 18.35.080 shall apply only to townhouse developments.**
- (b) Sections 18.35.090 and 18.35.100 shall not apply to commercial, mixed-use, or integrated developments.**
- (c) A minimum of 60% of the street-level frontage of commercial and mixed-use buildings should be devoted to commercial uses.**

Ground Floor Retail (4c)

- (d) The main entrance for all buildings along a street frontage, including single family residences and townhouses, shall be accessed from a public sidewalk or a pedestrian walkway connected to a public sidewalk.**

Main Entrance Accessed from Street Frontage (4d)

(e) At least one public entrance for a commercial use shall be accessed from a public sidewalk or a pedestrian walkway connected to the public sidewalk.

Entrance Access from Pedestrian Walkway (4e)



(f) Overhead weather protection shall be provided continuously along 75% or more of the length of a commercial or mixed use building frontage adjacent to a sidewalk or a pedestrian walkway connected to a sidewalk. Overhead weather protection may be composed of marquees, awnings, canopies, a building projection or other permanent structural element and must cover at least five (5) feet of the width of the adjacent public walkway or sidewalk. This requirement applies only to building frontages containing street-level commercial uses.

Weather Protection (4f)



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(g) The use of sustainably harvested salvaged, recycled or reused products is encouraged.

(5) Pond Area

(a) The area abutting the pond shall contain a continuous route devoted to public access. Public access includes, but is not limited to, parks, plazas, promenades, sidewalks, and multi-purpose trails. Sidewalks shall be a minimum of eight feet wide and shall be designed to be compliant with the standards of the Americans with Disabilities Act (ADA).

Public Access Trails Abutting the Pond (5a)



(b) When buildings containing commercial uses are located around the pond, at least 60% of the length of the pond-facing ground-level building frontage should be devoted to commercial uses. Multi-story buildings located around the pond should include residential uses.

Ground Floor Commercial Uses around Pond (5b)



(c) Public access corridors leading to the pond should be located at intervals of approximately 500 feet, unless not feasible due to topography. Access corridors include, but are not limited to, parks, streets, pedestrian ways, and passive open space.

(d) A least one public gathering place of at least one-half (1/2) acre shall be provided to serve as a major public amenity.

Public Gathering Space (5d)



(6) Gathering Places

(a) In the RCMU zoning district at least one public gathering place of at least one-half (1/2) acre shall be provided that is an integral element of the commercial area and suitable for special events and celebrations.

Community Gathering Space (6a)



(b) Outside of the RCMU zoning district and the pond area at least one park shall be provided that is sufficient in size to include a range of active recreational uses for residents of varying ages and interests.

(c) All public gathering places shall be linked physically and visually to adjacent sidewalks or trails.

Outdoor Gathering Place Adjacent to Public Sidewalk (6c)



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(7) Blank Walls, Mechanical and Utility Equipment

(a) Any building facade with a blank wall greater than 200 square feet adjacent to a sidewalk, pedestrian walkway, parking lot, trail, park, plaza or other public space, shall be treated architecturally and/or with landscape elements.

Blank Wall Screening (7a)

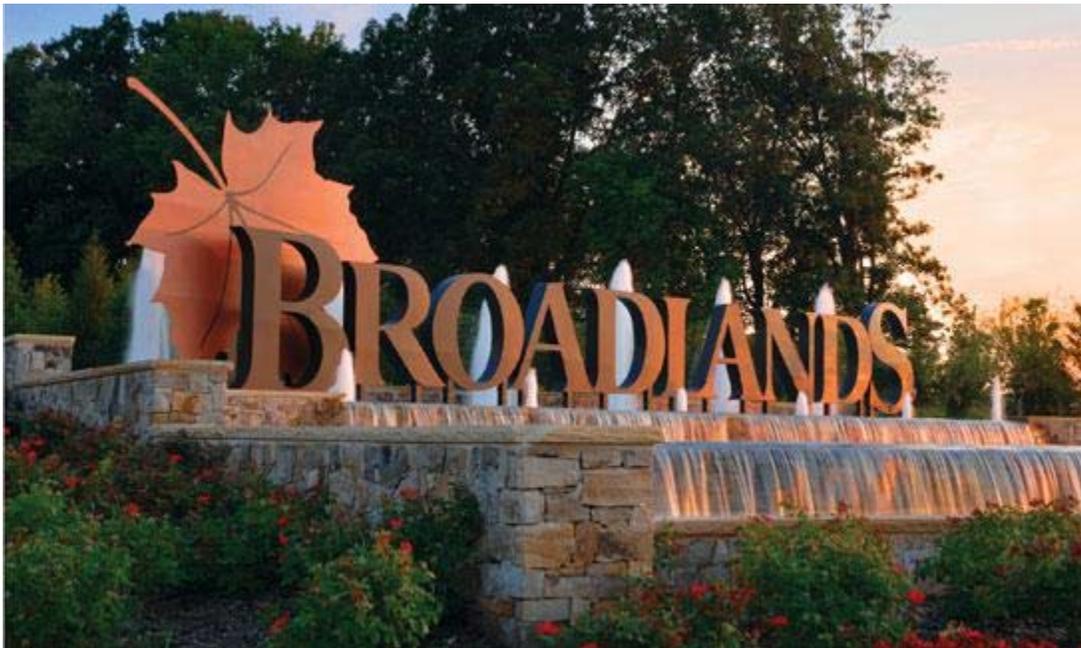
(b) Roof-mounted mechanical equipment visible from adjacent properties, sidewalks on an adjacent street or from an adjacent park or trail shall be screened from view by integrated building elements, such as walls, landscaped planters, or enclosures.

(c) Building or ground-mounted utility meters or equipment shall be visually screened from an adjacent sidewalk or trail by a fence, wall, or landscaping.

HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

(8) Gateways

- (a) Visual “gateways” shall be located in the area of the entrances to the subarea from SR 18 and from 204th Avenue SE.
- (b) Gateways can consist of elements as varied as signage, special but significant landscaping, an identifying structure, sculpture or other artwork, a water feature, or some other distinctive element.

Example Gateway Treatments (8b)

- (9) The Director may approve alternatives to the standards in this Section provided that the alternatives provide a comparable benefit or functional equivalent to the standard.

18.50 Development Standards – Parking and Circulation

18.50.030 Computation of Required Off-Street Parking Spaces

- (1) Except as modified in CMC 18.50.070(2) and (3), off-street parking areas shall contain at a minimum the number of parking spaces as stipulated in the following table. Off-street parking ratios expressed as a number of spaces per square foot means the usable or net square footage of floor area, exclusive of nonpublic areas. Nonpublic areas include but are not limited to building maintenance areas, storage areas, closets or restrooms. If the formula for determining the number of off-street parking spaces results in a fraction, the number of off-street parking spaces shall be rounded to the nearest whole number with fractions of .50 or greater rounding up and fractions below .50 rounding down.
- (2) Minimum off-street parking requirements for the downtown zones are subject to the provisions of Chapter 18.31 CMC.

Land Use	Minimum Parking Spaces Required
Residential (CMC 18.25.030):	
Single detached/townhouse	2.0 per dwelling unit
Apartment:	
Studio units (8)	1.2 per dwelling unit
One-bedroom units (8)	1.5 per dwelling unit
Two-bedroom units (8)	1.7 per dwelling unit
Three-bedroom units or larger	2.0 per dwelling unit
Mobile home park	2.0 per dwelling unit
Senior citizen assisted	1 per 2 dwelling or sleeping units
Community residential facilities	1 per two bedrooms
Dormitory, including religious	1 per two bedrooms
Bed and breakfast guesthouse	1 per guest room, plus 2 per facility
Recreation/Cultural (CMC 18.25.040):	
Recreation/culture uses	1 per 400 square feet
Exceptions:	
Bowling center	5 per lane
Golf course	3 per hole, plus 1 per 300 square feet of club house facilities
Tennis club	4 per tennis court plus 1 per 300 square feet of clubhouse facility
Golf driving range	1 per tee
Park/playfield	Director decision

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Land Use	Minimum Parking Spaces Required
Theater	1 per 3 fixed seats
Conference center	1 per 3 fixed seats, plus 1 per 50 square feet used for assembly purposes without fixed seats, or 1 per bedroom, whichever results in the greater number of spaces
General Services (CMC 18.25.050):	
General services uses (9)	1 per 400 square feet
Exceptions:	
Funeral home/crematory	1 per 50 square feet of chapel area
Day care I	2 per facility
Day care II	2 per facility, plus 1 space for each 20 children
Church, synagogue, temple	1 per 5 fixed seats, plus 1 per 50 square feet of gross floor area without fixed seats used for assembly purposes
Outpatient and veterinary clinic offices	1 per 400 square feet of office, labs and examination rooms
Nursing and personal care facilities	1 per 4 beds
Hospital	1 per bed
Elementary schools	1 per classroom, plus 1 per 50 students
Secondary schools:	
Middle/junior high schools	1 per classroom, plus 1 per 50 students
High schools	1 per classroom, plus 1 per 10 students
High schools with stadiums	Greater of 1 per classroom plus 1 per 10 students, or 1 per 3 fixed seats in stadium
Vocational schools	1 per classroom, plus 1 per five students
Specialized instruction schools	1 per classroom, plus 1 per two students
Artist studios	.9 per 1,000 square feet of area used for studios
Government/Business Services (CMC 18.25.060):	
Government/business services uses	1 per 400 square feet
Exceptions:	
Public agency yard	1 per 400 square feet of offices, plus .9 per 1,000 square feet of indoor storage or repair areas

HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

Land Use	Minimum Parking Spaces Required
Public agency archives	.9 per 1,000 square feet of storage area, plus 1 per 50 square feet of waiting/reviewing areas
Courts	3 per courtroom, plus 1 per 50 square feet of fixed seat or assembly areas
Police facility	Director decision
Fire facility	Director decision
Construction and trade	1 per 300 square feet of office, plus 1 per 3,000 square feet of storage area
Warehousing and storage	1 per 300 square feet of office, plus .9 per 1,000 square feet of storage area
Self-service storage	1 per 3,500 square feet of storage area, plus 2 for any resident Director's unit
Outdoor advertising services	1 per 400 square feet of office, plus .9 per 1,000 square feet of storage area
Heavy equipment repair	1 per 400 square feet of office, plus .9 per 1,000 square feet of indoor repair areas
Office	1 per 400 square feet
Retail/Wholesale (CMC 18.25.070):	
Retail trade uses (9)	1 per 400 square feet
Exceptions:	
Farmers' and public markets	2 per vendor space
Food stores, less than 15,000 square feet (9)	3 plus 1 per 400 square feet
Gasoline service stations without grocery	3 per facility, plus 1 per service bay
Gasoline service stations with grocery, no service bays	1 per facility, plus 1 per 400 square feet of store
Restaurants	1 per 75 square feet in dining or lounge areas
Wholesale trade uses	.9 per 1,000 square feet
Retail and wholesale trade mixed-use	1 per 400 square feet
Manufacturing (CMC 18.25.080):	
Manufacturing uses	.9 per 1,000 square feet
Winery/brewery (9)	.9 per 1,000 square feet, plus 1 per 50 square feet of tasting area
Resources (CMC 18.25.090):	

HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

Land Use	Minimum Parking Spaces Required
Resource uses	Director decision
Regional (CMC 18.25.100):	
Regional uses	Director decision

- (3) An applicant may request a modification of the minimum required number of parking spaces by providing that parking demand can be met with a reduced parking requirement. In such cases, the Director may approve a reduction of up to 50 percent of the minimum required number of spaces.
- (4) When the City has received a shell building permit application, off-street parking requirements shall be based on the possible tenant improvements or uses authorized by the zone designation and compatible with the limitations of the shell permit. When the range of possible uses result in different parking requirements, the Director will establish the amount of parking based on a likely range of uses.
- (5) Where other provisions of this code stipulate maximum parking allowed or reduced minimum parking requirements, those provisions shall apply.
- (6) In any development required to provide six or more parking spaces, bicycle parking shall be provided. Bicycle parking shall be bike rack or locker-type parking facilities unless otherwise specified.
- (a) Off-street parking areas shall contain at least one bicycle parking space for every 12 spaces required for motor vehicles except as follows:
 - (i) The Director may reduce bike rack parking facilities for patrons when it is demonstrated that bicycle activity will not occur at that location.
 - (ii) The Director may require additional spaces when it is determined that the use or its location will generate a high volume of bicycle activity. Such a determination will include but not be limited to the following uses:
 - (A) Park/playfield;
 - (B) Library/museum/arboretum;
 - (C) Elementary/secondary school;
 - (D) Sports club; or
 - (E) Retail business (when located along a developed bicycle trail or designated bicycle route).
 - (b) Bicycle facilities for patrons shall be located within 50 feet of the building entrance and shall be designed to allow either a bicycle frame or wheels to be locked to a structure attached to the pavement.
 - (c) All bicycle parking and storage shall be located in safe, visible areas that do not impede pedestrian or vehicle traffic flow, and shall be well lit for nighttime use.
 - (d) When more than 10 people are employed on-site, enclosed locker-type parking facilities for employees shall be provided. The Director shall allocate the required number of parking spaces between bike rack parking and enclosed locker-type parking facilities.
 - (e) One indoor bicycle storage space shall be provided for every two dwelling units in townhouse and apartment residential uses, unless individual garages are provided for every unit. The Director may reduce the number of bike rack parking spaces if indoor storage facilities are available to all residents.
- (7) All developments that require off-street parking shall be subject to the provisions of the electric vehicle charging stations requirements in CMC 18.50.160 through 18.50.180. (Ord. 19-11 § 1 (Exh. 1); Ord. 10-10 § 3 (Exh. C); Ord. 09-09 § 6; Ord. 42-02 § 2 (21A.18.030))

HAWK PROPERTY SUBAREA PLAN | DEVELOPMENT REGULATIONS

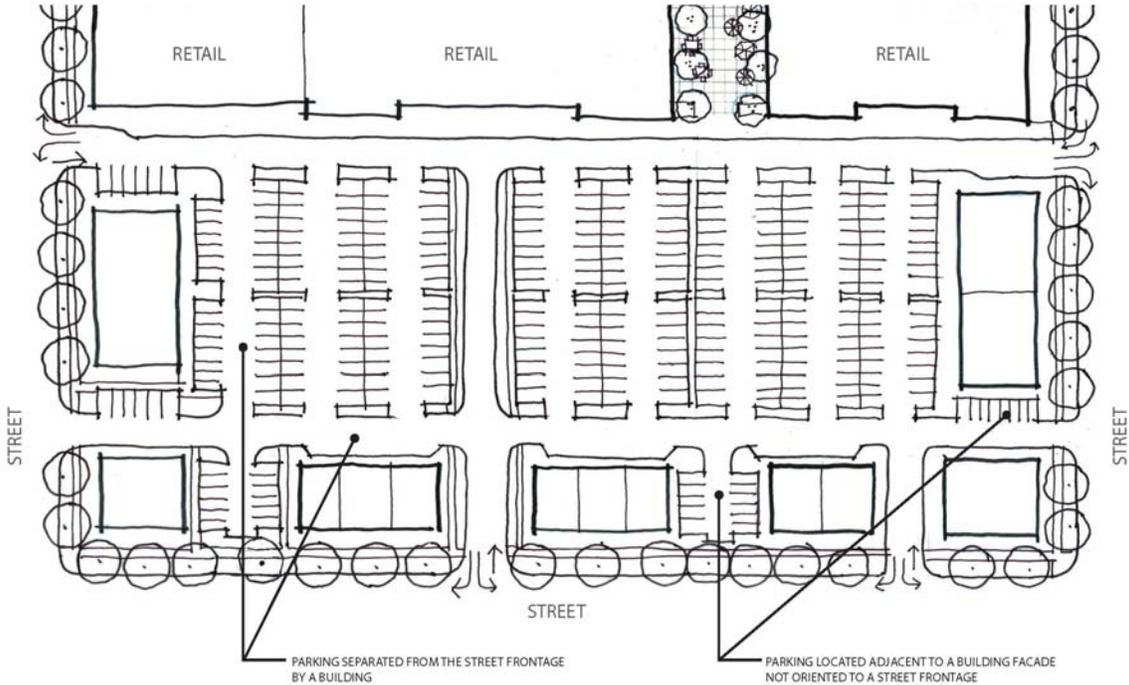
- (8) In the MR and RCMU zones, the following standards shall apply to residential units in a mixed-use or multi-family building:
- (a) Studio and one-bedroom units: 1.0 per dwelling unit.
 - (b) Two-bedroom units: 1.5 per dwelling unit.
 - (c) Three-bedroom units: 2.0 per dwelling unit.
 - (d) One visitor space for every 10 dwelling units rounded upward to the nearest multiple of 10.
 - (e) On-street parking on streets along the lot frontage can be used to meet a portion of the required number of parking spaces with an approved parking study.
- (9) In the MR and RCMU zones, on-street parking on streets adjacent to the lot frontage can be used to meet all or a portion of the required number of parking spaces with an approved parking study.

18.50.110 Off-Street Parking Plan Design Standards

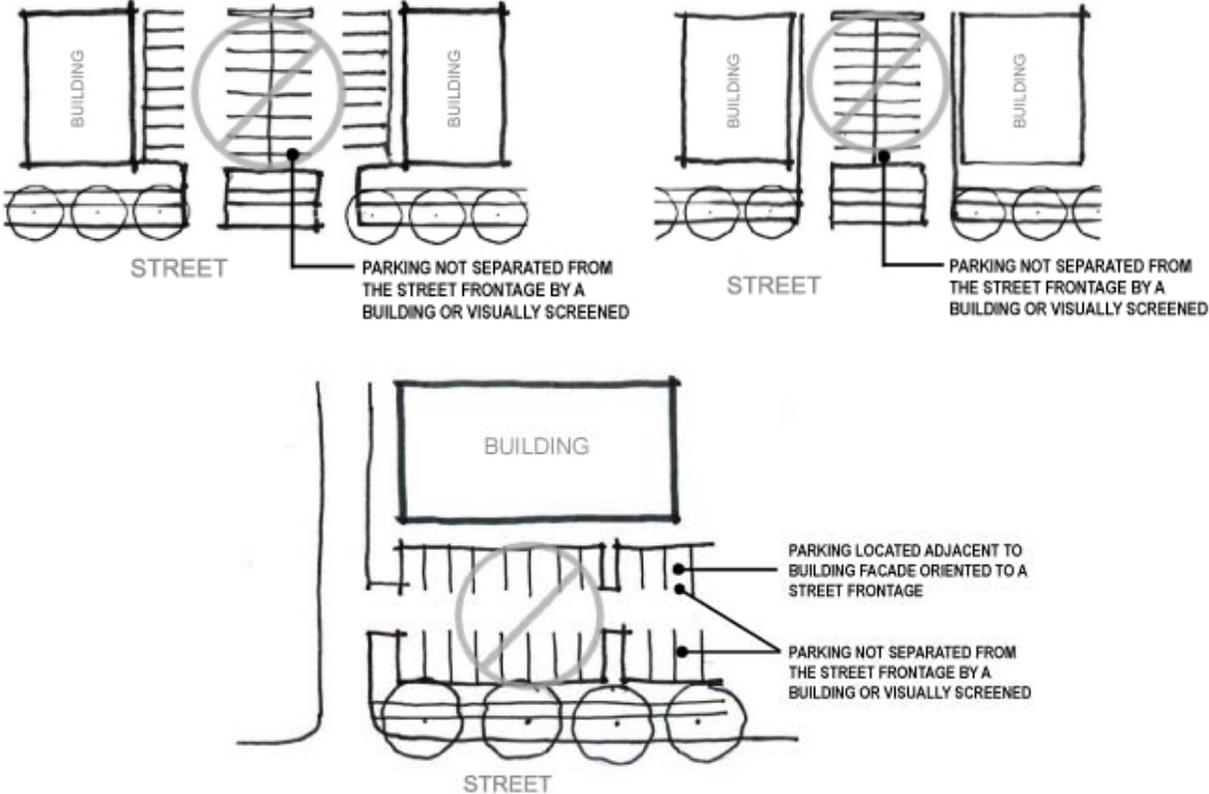
- (1) Off-street parking areas shall not be located more than 600 feet from the building they are required to serve, unless approved by the Director, for all uses except those specified as follows; where an off-street parking area does not abut the building it serves, the required maximum distance shall be measured from the nearest building entrance that the parking area serves:
- (a) For all single detached dwellings the parking spaces shall be located on the same lot they are required to serve;
 - (b) For all other residential dwellings at least a portion of parking areas shall be located within 150 feet from the building or building(s) they are required to serve;
 - (c) For all nonresidential uses permitted in residential zones, the parking spaces shall be located on the same lot they are required to serve and at least a portion of parking areas shall be located within 150 feet from the nearest building entrance they are required to serve;
 - (d) In designated activity, community business and neighborhood business centers, parking lots shall be located to the rear or sides of buildings. Relief from this subsection (1)(d) may be granted by the Director only if the applicant can demonstrate that there is no practical site design to meet this requirement. The Director may allow only the number of parking spaces that cannot be accommodated to the rear or sides of buildings to be located to the front of buildings;
 - (e) Parking lots shall be so arranged as to permit the internal circulation of vehicles between parking aisles without re-entering adjoining public streets; ~~and~~
 - (f) Parking for the disabled shall be provided in accordance with CMC 18.50.060-; and
 - (g) In the MR and RCMU zones, off-street surface parking shall be separated from a street by a building except when:
 - (i) Parking is located adjacent to a building façade that is not oriented to a street frontage; or
 - (ii) Parking is located in the driveway of a single-family detached residence or townhouse; or
 - (iii) Parking is located in a park; or
 - (iv) Parking is located along up to 20% of the applicable street frontage and is screened by landscaping or other physical barrier, such as a berm, wall or sight-obscuring fence.

Off-Street Surface Parking (1g)

ACCEPTABLE



NOT ACCEPTABLE



18.50.170 Electric Vehicle Charging Station Requirements – R-18, MR, NC, CC, RCMU, and I zones.

This section applies to all electric vehicle charging stations located in off-street parking facilities or parking garages in the R-18, MR, NC, CC, RCMU and I zones.

- (1) New development located in the R-18 and MR zones shall provide a minimum of one Level 2 or Level 3 electric vehicle charging station for every 30 vehicle parking stalls.
- (2) New development located in the NC, CC and I zones shall provide a minimum of one Level 2 or Level 3 electric vehicle charging station for every 50 vehicle parking stalls. New development located in the RCMU zone shall provide a minimum of one Level 2 or Level 3 electric vehicle charging station for every 100 vehicle parking stalls.
- (3) Any new park (CMC 18.25.040) that is publicly owned and maintained and any new government services (CMC 18.25.060) shall provide a minimum of one Level 2 or Level 3 electric vehicle charging station regardless of the number of vehicle parking stalls required for the site. If the number of required off-street vehicle parking stalls exceed the provisions of subsections (1) and (2) of this section, then those regulations shall apply. (Ord. 19-11 § 1 (Exh. 1))

Chapter 12.60 – City of Covington Street Standards, “Design and Construction Standards and Specifications”

Section 2.07.D (New Section)

In the Hawk Property Subarea bulb-outs (also known as curb extensions) shall be provided at street intersections and mid-block crossings for traffic-calming and pedestrian safety purposes. These curb extensions should be made by widening the sidewalk or landscaping strip.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COVINGTON, KING COUNTY, WASHINGTON ADOPTING COMPREHENSIVE PLAN AND FUTURE LAND USE MAP AMENDMENTS PERTAINING TO THE HAWK PROPERTY SUBAREA; PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the city has adopted a comprehensive plan consistent with the provisions of the Growth Management Act, RCW 36.70A (“GMA”); and

WHEREAS, the GMA authorizes the preparation of subarea plans; and

WHEREAS, RCW 36.70A.130 exempts subarea plans from the state law requirement limiting comprehensive plan amendments to once per year; and

WHEREAS, the City of Covington has prepared the Hawk Property Subarea Plan after extensive public outreach and participation with the Covington community; from March through November 2013 the planning commission has held workshops, open houses, community meetings, and a public hearing for members of the community to learn more about the Hawk Property Subarea planning process and to provide input on the vision, uses, and impacts of development within the subarea; and;

WHEREAS, the City of Covington, as lead agency, issued a Final Planned Action Environmental Impact Statement (FEIS) on November 14, 2013, which identifies the impacts and mitigation measures associated with planned development in the Planned Action Area as identified in the Hawk Property Subarea Plan; the FEIS includes by incorporation the Draft Hawk Property Planned Action Environmental Impact Statement issued on July 26, 2014, (collectively referred to as the Planned Action EIS); and

WHEREAS, appropriate notice was provided and the planning commission conducted a public hearing on November 7, 2013, on the proposed Hawk Property Subarea Plan, and on November 21, 2013, the Planning Commission deliberated and voted to recommend approval of the Hawk Property Subarea Plan to the city council; and

WHEREAS, the Covington City Council has adopted the Hawk Property Subarea Plan, dated February 11, 2014; and

WHEREAS, the Hawk Property Subarea Plan includes amendments to the Covington Comprehensive Plan and Municipal Code to implement the vision of the Hawk Property Subarea Plan; and

WHEREAS, the city has reviewed and identified necessary housekeeping amendments as described initially in Appendix G of the Hawk Property Final Planned Action Environmental Impact Statement; and

WHEREAS, housekeeping corrections have been incorporated into the Hawk Property Subarea Plan and associated comprehensive plan and municipal code amendments to address minor changes necessary to maintain internal consistency, correct identified inaccuracies, and ensure current conditions are accurately reflected; and

WHEREAS, the city council finds that adopting this ordinance is in the public interest and will advance the public health, safety, and welfare;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COVINGTON, KING COUNTY, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. The amendments to the City of Covington's Comprehensive Plan as contained in Exhibits A-F attached hereto and incorporated herein by this reference are hereby adopted.

Section 2. The following provision shall hereby be added to the end of Section 10.9 of the City of Covington's Comprehensive Plan Chapter 10, Capital Facility Plan Element as follows:

10.9 Six Year Capital Facilities Plan

....

Capital improvements supporting the Hawk Property Subarea Plan are addressed in the Hawk Property Planned Action Ordinance, February 11, 2014, hereby incorporated by this reference.

Section 3. Upon the approval of the City Attorney, the City Clerk is authorized to make any necessary corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers, and any reference thereto.

Section 4. If any provision of this ordinance, or ordinance modified by it, is determined to be invalid or unenforceable for any reason, the remaining provisions of this ordinance and ordinances and/or resolutions modified by it shall remain in force and effect.

Section 5. This ordinance shall be in full force and effect five (5) days after proper posting and publication. A summary of this ordinance may be published in lieu of publishing the ordinance in its entirety.

Passed by the city council of the City of Covington on the 11th day of February, 2014.

Mayor Margaret Harto

PUBLISHED: February 14, 2014
EFFECTIVE: February 19, 2014

ATTESTED:

Sharon Scott, City Clerk

APPROVED AS TO FORM:

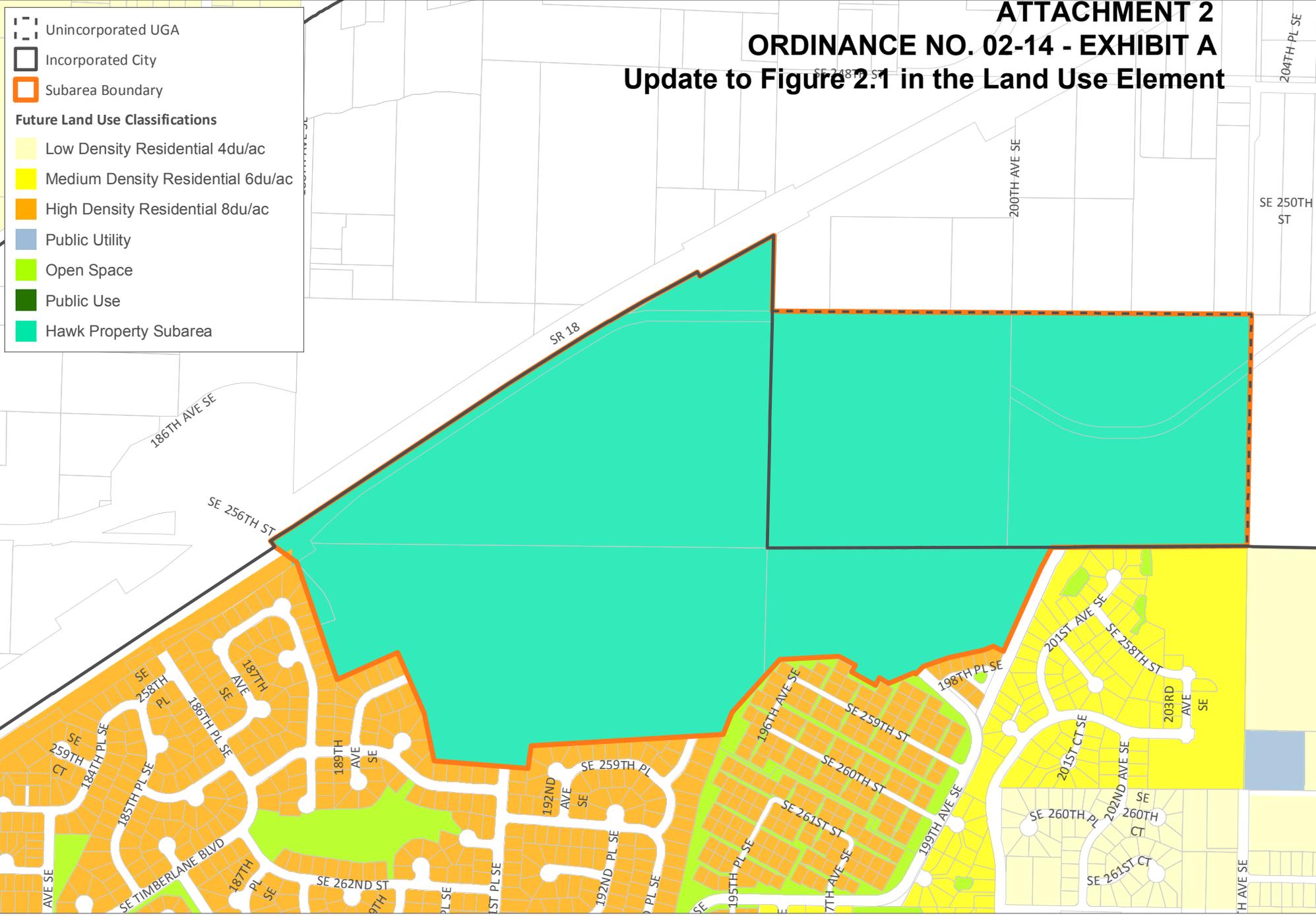
Sara Springer, City Attorney

ATTACHMENT 2 ORDINANCE NO. 02-14 - EXHIBIT A Update to Figure 2.1 in the Land Use Element

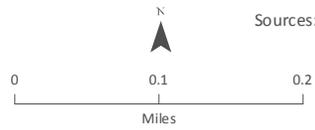
Unincorporated UGA
 Incorporated City
 Subarea Boundary

Future Land Use Classifications

- Low Density Residential 4du/ac
- Medium Density Residential 6du/ac
- High Density Residential 8du/ac
- Public Utility
- Open Space
- Public Use
- Hawk Property Subarea



COMPREHENSIVE PLAN FUTURE LAND USE MAP FOR HAWK PROPERTY SUBAREA



2.0

LAND USE ELEMENT

2.1 Introduction

Covington’s Land Use Element is intended to provide a foundation and guide for the location of a complete spectrum of land uses within the City’s boundaries. The Land Use Element is divided into five sections. The Introduction section describes the intent and the relationship to Covington’s community-wide vision of the future and other elements of the Comprehensive Plan. The Planning Context section summarizes the interrelationships of the element with the other local governments in the region and how the policies in this element respond to the requirements of the GMA and the Countywide Planning Policies (CPP). The Existing Conditions section provides a review of existing land use, population and employment data, and progress on ratified growth targets through the year 2022. The Future Land Use section designates the general location of land uses for the 20-year planning period with a Future Land Use Map. The Goals and Policies section provides guidance for future development and establishes the conceptual framework from which the more detailed recommendations for housing; transportation; downtown, economic development; parks, trails and open space; natural environment; human services; utilities; and capital facilities; are made in subsequent elements of this Plan.

The Land Use Element helps to achieve Covington’s Vision Statement by providing for planned growth and economic development in a manner which supports preservation of the natural environment, and provides for a well-designed and pedestrian-friendly downtown, visually similar to Covington’s small-town past. In addition the land use element intends to foster well-maintained and attractive neighborhoods affordable to residents, and a variety of cultural and recreational opportunities. The Land Use Element also contains policies to encourage a stable economic base and to promote more family wage jobs and increased employment opportunities in the City.

2.2 Planning Context

The goals, policies, and strategies of this Comprehensive Plan have been developed to reflect the City Council’s Vision Statement and Mission, while building on a variety of planning documents and processes, the King County

Countywide Planning Policies, the 2008 King County Buildable Land Report, and the 2008 Population, Housing and Employment Report (see Appendix T-2).

2.2.1 Requirements of the Growth Management Act (GMA)

The most important aspect of the GMA is the requirement that other elements of the Comprehensive Plan relate back to the Land Use Element and that the Plan is internally consistent. Therefore, the GMA puts the Land Use Element in the central role of defining the direction of the Comprehensive Plan, and thereby carrying out the vision of the community.

In 1997, GMA was amended to establish a monitoring and evaluating program, known as the Buildable Lands Program (RCW 36.70A.270), to determine if actual growth and development in local jurisdictions is consistent with growth that was planned for in the King County Countywide Planning Policies (CPP) and Comprehensive Plan. Policies within this element take into consideration actual growth as identified in the Buildable Lands Program.

2.2.2 Regional Policies and Plans

There are two regional policy documents that were adopted and ratified by local governments in the Puget Sound area: Vision 2040 and the King County Countywide Planning Policies. Vision 2040, adopted in April, 2008, is the result of a four-county regional planning process undertaken by the Puget Sound Regional Council (PSRC). Following an extensive review of regional land use and transportation alternatives, PSRC adopted a regional growth strategy that emphasizes targeting growth to regional geography groupings and centers throughout the region. Vision 2040 subsequently has served as the framework for the Countywide Planning Policies for Kitsap, Pierce, Snohomish, and King Counties.

Countywide Planning Policies address several issues, including the designation of UGAs, promotion of contiguous and orderly development and provision of urban services to such development, affordable housing, and policies for joint county and city planning within UGAs. King County's CPP were developed in conjunction with local governments and the Growth Management Planning Council (GMPC), a group of elected officials from Seattle, King County, and suburban cities.

Vision 2040 has implications for Buildable Lands and targets in articulating a Regional Growth Strategy, which calls for a preferred distribution of future population and employment growth in the region. Each county is called on to plan for a given share of the region's growth, and within each county, each regional geography grouping (Covington is part of the "small city" geography grouping) is called on to plan for a prescribed share of the county's growth. In developing and adopting new growth targets, the GMPC has been very strongly guided by the Regional Growth Strategy in Vision 2040.

The resulting growth targets for housing and jobs must be accommodated within each local jurisdiction through the land use plan and development regulations. There are a number of GMA provisions that speak to this.

Buildable Lands comes in as a mid-course check, if you will, on how well those local plans and regulations are performing in accommodating that growth, with special focus on achieved densities and the supply of buildable land. Local governments gather data each year, and the next evaluation is in 2012.

Countywide Planning Policies are: 1) adopted by GMPC and then 2) ratified by the county and cities individually. To become effective, a CPP amendment must be ratified by at least 30% of the jurisdictions in the county (including the county itself) containing at least 70% of the county's population.

According to the GMA, the intent of these policies is to establish a framework from which county and city comprehensive plans are developed, and to ensure that county and city plans are consistent as required by GMA Statutes. Therefore, these policies have a significant impact on Covington's local land-use policies and Comprehensive Plan.

2.3 Existing Conditions

2.3.1 Existing Land Use

The City relied heavily upon King County GIS data for analysis of existing land use and is supplemented by City staff and consultants. The existing land use is defined as the current use of a parcel and is NOT based on underlying zoning. The City identified eleven generalized existing land-use categories consisting of: single family residential; mobile home park; commercial; office; industrial; public utility; mining/quarry; schools/library; churches; open space; and vacant lands. Table 2.1 shows the acreage and distribution of each of the existing land-use categories, including potential annexation areas.

Table 2.1: Existing Land Use

Existing Land-Use Category	Total Covington	
	Acres	% of Total
Single Family	1813	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 and 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	100.00%

It is important to understand how potential development constraints may impact future growth and development patterns. Overlapping constraints to development are shown as Potentially Constrained Lands as the composite of areas constrained by floodplains, wetlands and associated buffers, streams and associated buffers, 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, and discussed and mapped in the Environmental Element.

2.4 Population and Employment

2.4.1 Demographics

Population

King County population projections have been prepared by the Office of Financial Management (OFM) for growth management planning purposes. The OFM projections provide high, intermediate, and low population growth expectations for each county. Counties may select a population projection within the high, medium and low projection alternatives. The intermediate series is used in this plan to reflect a moderate growth rate for King County and the central Puget Sound region.

The US Census reports that the 2000 population for the City of Covington was 13,783 persons. Because Covington is a recently incorporated area, historical population data for the area defined by the municipal boundaries is not readily available dating back before the year 1990. However, 2009 OFM population estimate for Covington indicates that the community has a population estimate of 17,530, already surpassing its projected 2020 population (Table 2.2). Factors that contribute to the current population increase in Covington include a combination of reasonable housing costs compared to the rest of King County, recently low interest rates, excellent

soils for site development, and a relatively large supply of affordable land. This combination has created a strong market in the city for housing development. In addition, the City of Covington has been involved in a major planning effort to provide capacity for population, housing, and commercial growth. These factors will likely continue to encourage population growth at a high rate of increase in the future.

Table 2.2: Covington Population: 2003 - 2023

Covington Population	2003	2013	2023	% Change 2003-2023
Population	14,850	17,152	19,454	31%

Source: Office of Financial Management 2002; EDAW 2003.

Listing of Chinook salmon by the National Marine Fisheries Service (NMFS) as “threatened” under the authority of the Endangered Species Act (ESA) will impact many aspects of the planning process for the City of Covington. NMFS requirements to preserve and enhance salmonid habitat potentially affects all activities that impact water quality and quantity, and maintenance activities associated with road, sewer and water systems. Land use review processes and resulting decisions are also affected. Protection of habitat values regulated by ESA was incorporated into Covington’s planning efforts, as is reflected throughout this Comprehensive Plan, especially in Chapter 7, the Environmental Element.

Age Distribution

According to US Census and Washington State OFM data, Covington’s population is comprised with a significant percentage (36.5 percent) of residents under 19 and very few seniors (4 percent). The majority of the population is between the years of 20 and 64 years of age (60 percent).

Covington also contains an approximately 12 percent minority population. Covington’s percent of population under the age of 19 is significantly higher than the rest of King County (25 percent) as a percentage of total population. Conversely, Covington has about one fourth the percentages of senior citizens (over 65 years of age) as the balance of King County (3.7 percent vs. 10.4 percent).

Growth Targets

Under agreements with the GMPC, the City of Covington is responsible for a target of an additional 1,173 households by 2022. Table 2.3 describes Covington’s household target for 2022.

Table 2.3: 2022 Covington Household Target

Covington	2000	2022 Additional HH Target	Housing Units Needed to Meet 2022 Target	Existing Housing Units 2003
Total Households	4,398	1,173	5,571	5,048

Sources: 2000 US Census; 2002 King County Benchmark Report; Personal Communications, Chandler Felt, King County; Covington 2003.

2.4.2 Employment

Table 2.4 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.

King County employment projections for 2005 and 2010 estimate 1.2 percent growth in the retail sector, 2.5 percent growth in the services sector, and 1.0 percent growth in the heavy construction sector countywide (King County Employment Securities Department Website).

The King County GMPC maintains 20-year job growth targets for the year 2022. County employment targets in urban areas are based on the following criteria (King County CPP 2002):

- The capacity and condition of existing and forecast capital facilities and utilities,

- Proximity to major employment centers,

- Access to existing and projected regional transit,

- Capacity of undeveloped land and potential for redevelopment given the character of existing development,

- The need for a range of housing types,

- Each jurisdiction’s share of affordable housing as required by affordable housing policies,

- Consistency with the Countywide numbers.

Table 2.4: Number of Covington Employees by Employment Sector

Employment Sector	2002	Percent of Total
Services (Gov/Ed.)	2,136	42.2%
Retail	1,241	24.5%
Other Industries	780	15.4%
Construction	512	10.1%
Manufacturing	129	2.5%
Wholesale	101	2.0%
Agriculture	93	1.8%
Transportation	38	0.8%
Finance/Real Estate	19	0.4%
Mining	11	0.2%
Communications/Utilities	3	0.1%
Total All Industries	5,063	100.0%

Source: Herbert Research 2002.

The City of Covington's employment target for 2022 is 990 new jobs. Table 2.8 (in Section 2.7.2) provides a summary of the City's ability to provide commercial and industrial development capacity to meet this employment target.

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. This ratio was 1.1 in 2003. The major component of future non-residential development includes diverse opportunities for commercial, office and manufacturing activities, with a significant portion of land appropriate for mixed use buildings. These land uses will provide needed services and jobs to Covington residents and also provides a major component of Covington's tax base through sales and property taxes. Because these kinds of activities typically generate more tax revenue than they consume in commensurate public services and facilities, they are often considered as an important fiscal benefit to the local government tax base.

2.5 Future Land Use

2.5.1 King County Urban Growth Area Boundary

The King County designated UGA encompasses all cities located within the county. The boundary of the UGA is established by the County in consultation with the cities through consideration of land use demand projections, identification of critical and resource lands, and determination of areas already characterized by urban growth. Open space corridors must be identified within and between UGAs. Covington's UGA contains 3,558.5 acres of incorporated lands and 275.5 acres of unincorporated lands which

have already been identified as falling within the County's designated UGA (Figure 2.1). Of this latter category, nearly 168 acres are included within Covington's Potential Annexation Area and will likely be incorporated in the near future.

A growth boundary defines the limit within which the full range of urban services will be provided. These services are not offered beyond the growth boundary. Growth is first directed into areas already urbanized and that have existing public facility and service capacities to serve this development.

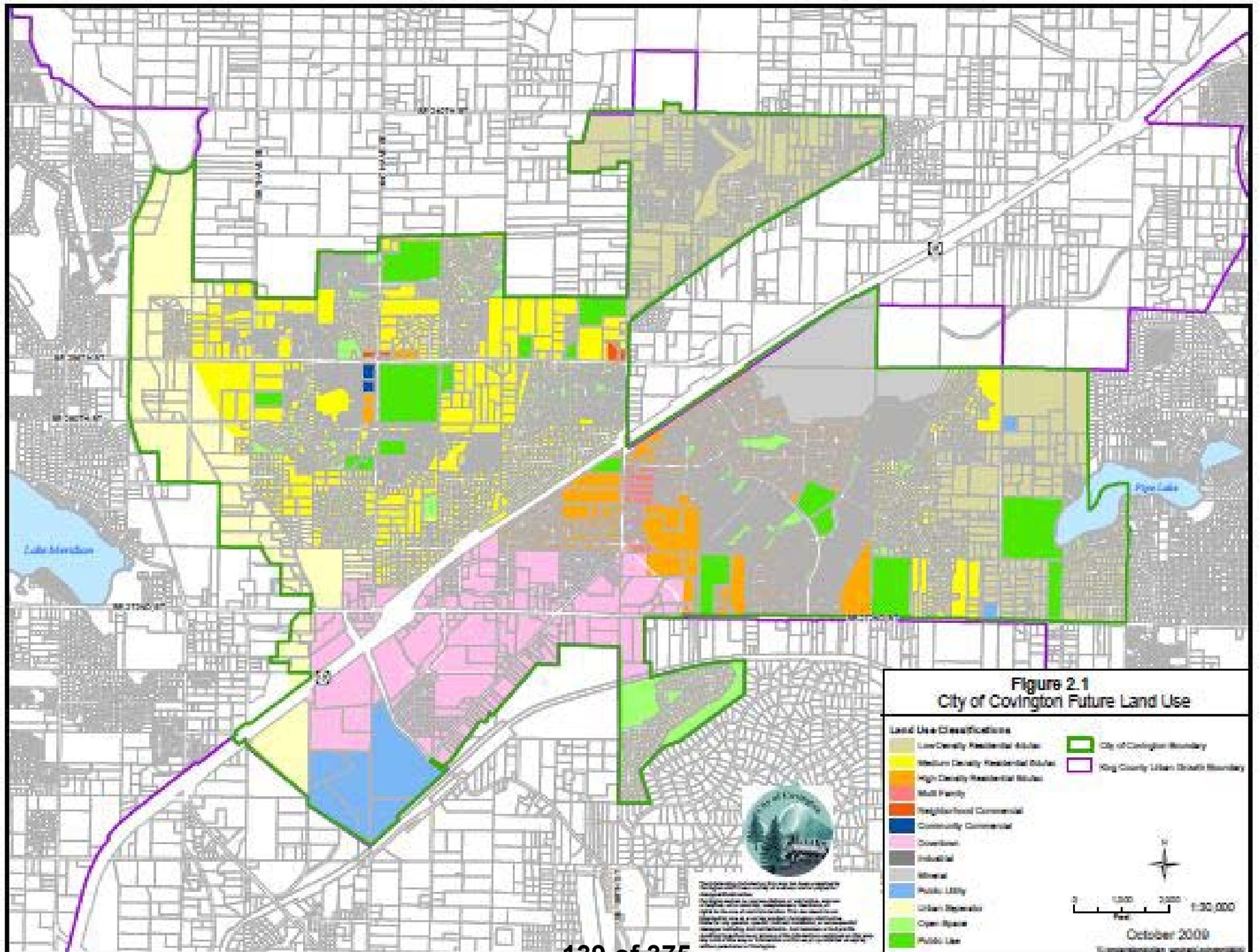
Secondarily, growth is directed to portions of the UGA requiring additional facilities and services. The purpose is to promote more compact urban development within and adjacent to existing urban areas in order to insure efficient utilization of land resources and to facilitate economic provision of urban services.

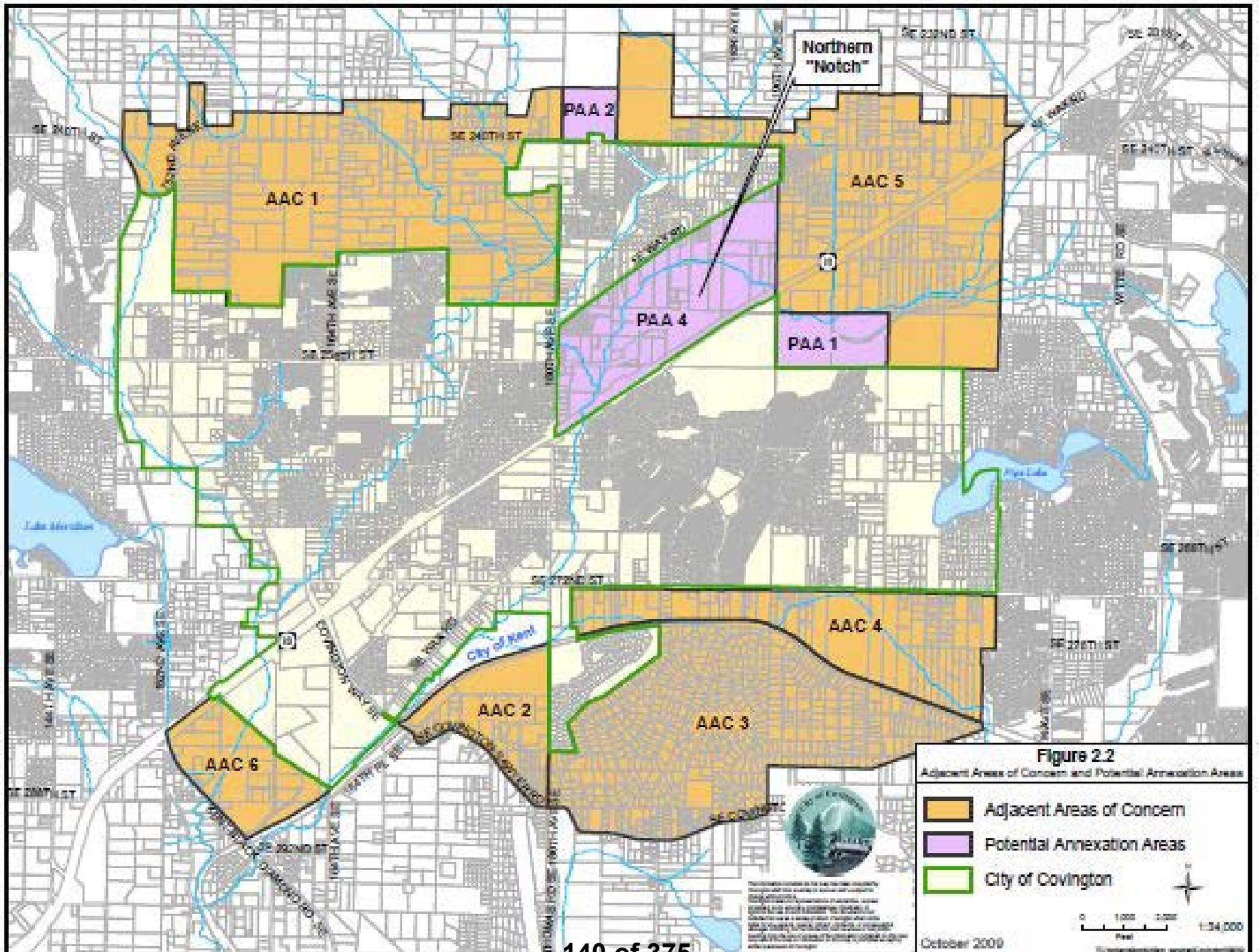
2.5.2 City of Covington Urban Growth Area

Covington's UGA includes 81 acres of land adjacent to the City limits that have 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. Expansion of the City by future annexations shall take place according to policies contained in this Plan and supporting development regulations.

Adjacent Areas of Concern/Potential Future Annexation Areas

Four unincorporated adjacent areas of concern that are adjacent to Covington's Municipal Boundary and outside of Covington's UGA include Adjacent Areas of Concern (AAC), Northwest (NW), Northeast (NE), Southwest (SW) and Southeast (SE). The four AAC are currently under consideration for future annexation by the City in the future as required to meet Covington's long-term growth needs. (Refer to Figure 2.2).





Future annexation of these areas would require adjustment of the UGA boundary. These four areas are currently under the jurisdiction of the King County Comprehensive Plan and Development Regulations, provided that the potential annexation areas contained within the larger southern area are joint planning areas. The City is committed to being involved in future land-use decisions regarding any major developments in these areas.

2.6 Future Land Use Categories

The Future Land Use Map (Figure 2.1) contains the location of generalized future land uses through the year 2020 that Covington intends to achieve through adoption and implementation of the Comprehensive Plan and supporting development regulations. However, for Public and Public Utility uses the map shows only existing locations. The future locations of Public and Public Utility uses may occur throughout the City pursuant to Comprehensive Plan goals and policies and Development Regulation provisions, which are intended to reduce impacts on surrounding land uses. The Preferred Future Land-Use Map is based on the following considerations:

- City of Covington's Vision Statement
- Community preferences and needs as expressed through community forums and workshops, the City Council, Planning Commission, Parks Commission, Youth and Family Services Commission, Covington Economic Development Council (CEDC) and Covington Chamber of Commerce and other means;
- The GMA and CPP;
- Protection of critical areas, urban separators, and natural resources consistent with salmonid protection and NMFS ESA Section 4(d) rules; and
- Theoretical land capacity analysis to determine if appropriate developable land is available to meet growth targets.

2.6.1 Single Family Residential

The City's existing neighborhoods are primarily characterized by attractive single family residential development. Existing platted subdivisions fall predominantly within the range of four to eight units per acre. The Plan recommends that the remaining vacant properties in residential areas develop in the range of four to eight units per acre to meet most of the projected housing needs of the community and to maintain compatibility with the existing neighborhoods and open space corridors.

Minimum density standards for residential developments shall be utilized to ensure that land is used efficiently, that urban density standards of the GMA are met, and that low-density sprawling development does not occur. This Plan supports a variety of densities in order to provide for housing types and prices that meet the needs of the community.

Appropriately sited mixed-use, in or near, Downtown, will help to provide housing options and meet the variety of housing needs in Covington.

Cottage Housing is allowed within the City's downtown as an alternative housing style and provides options for infill development. Cottage Housing provides a benefit to the city by allowing a diversity of housing, and potentially a new form of affordable housing in our downtown and adjacent to commercial, retail, and office development.

2.6.2 Multifamily

Structures designed to accommodate several unrelated households. Multifamily residences include duplexes, apartments, townhomes, and condominiums. These buildings may be communities, or a collection of separate entities. Multifamily dwellings are potentially an affordable alternative to the single family home.

Major concentrations of multifamily units should be avoided by dispersing apartment complexes throughout the city. High density residential and downtown commercial designations should be evaluated to accommodate multifamily structures, specify densities and type multifamily housing. This evaluation will further the city's goals of developing sound neighborhoods and ensuring variety and affordability of housing types consistent with the needs of the population.

2.6.3 Mixed Uses

The concept of mixed uses provides a wide array of integrated employment and housing opportunities for the City. The mixed use concept encourages buildings where retail and office uses may locate in close proximity to residential uses. The land uses within a development shall be compatible with each other and surrounding land uses.

Mixed use developments are intended to promote well-designed pedestrian and transit friendly development and to create attractive areas where people may be able to live, work, play and shop in close proximity to one another. Such developments are seen as an innovative technique to accommodate affordable housing needs and to disperse commercial activities into smaller more manageable clusters with fewer impacts than large concentrated commercial centers.

2.6.4 Downtown

The Downtown Commercial designation entails mixed use located entirely within the Downtown Subarea and 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 Commercial 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 vehicles occupied by one person. Residential uses integrated with commercial uses in mixed-use buildings are encouraged. Additional housing in the Downtown Commercial designation would add

vitality to the area and help meet community housing needs.

The design of the Downtown Commercial area should reflect the character of Covington and contain central public spaces such as public plazas that serve as community gathering places. Residents recognize a healthy and vital downtown as an important element of the City's future identity and key to a healthy tax base structure. The Downtown should consist of four inter-related land use designation as follows and as described in more detail in the Downtown Element:

- **Town Center:** The town center should be concentrated south of the SE 272nd Street corridor between Covington Way, SE Wax Road, and 168th/165th Place SE.
- **Mixed Commercial:** The mixed commercial should adjoin the town center to the west, north and northeast. These areas are the "gateways" to downtown Covington from Kent to the west and Maple Valley to the east.
- **Mixed Housing and Office:** The mixed housing and office should be located along SE Wax road to the east and some portions of the west. Single Family detached housing within the downtown should be considered within the mixed housing and office designation.
- **General Commercial:** The general commercial should be located south of SE 272nd Street and west of the town center.

2.6.5 Neighborhood Commercial

The Neighborhood Commercial designation is appropriate for 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 serve to 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, but not required. The design and scale of these areas shall be strictly regulated during the review process to ensure compatibility with the surrounding neighborhood.

2.6.6 Community Commercial

The Community Commercial designation is intended to provide for a broader range of commercial activities and services than those typically found in the Neighborhood Commercial designation but at an intensity of use still compatible with the surrounding residential neighborhoods. Community commercial activities should be designed and scaled to serve a range of day-to-day needs for the residents of one or more neighborhoods in the city, but are not intended to provide for the needs of the traveling public who live outside of those areas. Uses should be sized and permitted accordingly to maintain compatibility with the surrounding residential neighborhoods.

2.6.7 Mineral

The GMA requires cities and counties to designate, where appropriate, resource lands and develop Plan policies and regulations to protect them. Covington does not contain agricultural or forest lands of long-term significance; however, the city does contain mineral resource lands of long-term commercial significance. Mineral resource lands are usually home to an extractive industry which mines rock, gravel, fill dirt and other useful minerals important to the continued development of the region.

The City of Covington does not currently contain any active mineral extraction operations. The former Lakeside Industries~~The existing mineral resource site, located in the northeastern portion of Covington, has ceased gravel mining operations, and reclamation is underway. is Lakeside Industries, which mines sand and gravel resources and operates a~~An existing asphalt batch plant remains in operation while reclamation is in progress. Mineral extraction activities have been performed in this area for approximately 40 years, and it is anticipated that the gravel quarry can continue for an additional 10 to 15 years.

2.6.8 Public Use

The Public Use designation is placed on the library and all government-owned property within the Covington UGA. There are currently eight public schools, two private schools, and nine churches (see Figure 10.2 for location of public and private schools). The future location of public uses may occur throughout the city consistent with Comprehensive Plan goals and policies and Development Regulation provisions, which are intended to reduce impacts on surrounding land uses.

2.6.9 Public Utility

The Public Utility designation is only placed on properties which are currently developed with a public utility use such the Bonneville Power Administration Substation, large water tanks, and regional sewer pump stations. The future location of Public Utility uses may occur throughout the city consistent with Comprehensive Plan goals and policies and Development Regulation provisions, which are intended to reduce impacts on surrounding land uses. Although mapped as a specific land-use designation, portions of Covington designated “Public Utility” may have any zone, as this land-use designation does not affect underlying zoning.

2.6.10 Urban Separator

The Urban Separator designation is comprised of the corridor along Soos Creek on the western portion of the UGA. The identifiable boundary created by the Urban Separator will help the City of Kent and the City of Covington develop as distinct communities and maintain an individual identity and sense of place. Much of the Urban Separator consists of Soos Creek Park. Low density residential development of up to one dwelling unit per acre is appropriate for the remaining portion of the Urban Separator.

2.6.11 Open Space

The Open Space designation includes dedicated public and private open space. Much of this land is part of residential plats, dedicated tracts, or parcels located between plats, that is undeveloped, either because of environmental constraints or in order to provide buffers between areas or passive recreation opportunities.

2.6.12 Hawk Property Subarea

The Hawk Property Subarea designation is intended to provide commercial and residential opportunities in an urban village setting with associated recreational and open space amenities. The Hawk Property Subarea should provide both regional and local commercial opportunities, as well as housing options not widely available in Covington, including multifamily, townhome, and small-lot residential development. This designation is appropriate for those properties included in the Hawk Property Subarea, as mapped in the Hawk Property Subarea Plan.

2.7 Future Land-Use Plan

The Future Land-Use Plan is shown on Figure 2.1 and is comprised of the future land-use acreages as shown in Table 2.5.

2.7.1 Zoning Consistency

The GMA requires that a Comprehensive Plan and its accompanying Development Regulations be consistent. Table 2.6 lists the Future Land-Use Designations and the zoning districts that implement those designations.

2.7.2 Development Capacity

A development capacity calculation is a critical measure of future development potential within the City. Development capacity refers to the projected amount of development that could be accommodated within the city and provides an examination of current land uses to determine the availability of unconstrained vacant and underdeveloped or re-developable lands. It is important to understand that the development capacity is NOT a growth projection and does not take into account the City's current ability to provide municipal services or to fund capital improvements. The analysis is intended to depict full build-out of all buildable vacant land and all underutilized land. For the purpose of this analysis, underutilized land consists of existing improved land suitable for building at a higher use or density than its current use, based on a relatively low value of improvements on the parcel relative to the land value according to King County Assessor. Comprehensive Plan such as dedicated open space, public utilities, parks,

Table 2.5: Future Land Use

<u>Future Land-Use Category</u>	<u>Total Covington</u>	
	<u>Acres</u>	<u>% of Total</u>
<u>Single Family</u>	<u>1,882.19</u>	<u>56.30%</u>
<u>Multifamily</u>	<u>20.21</u>	<u>0.60%</u>
<u>Downtown Commercial</u>	<u>414.25</u>	<u>12.39%</u>
<u>Neighborhood Commercial</u>	<u>5.85</u>	<u>0.17%</u>
<u>Community Commercial</u>	<u>4.37</u>	<u>0.13%</u>
<u>Hawk Property Subarea</u>	<u>216.87</u>	<u>6.49%</u>
<u>Industrial</u>	<u>0</u>	<u>0%</u>
<u>Mineral</u>	<u>0</u>	<u>0%</u>
<u>Public Use</u>	<u>202.69</u>	<u>6.06%</u>
<u>Public Utility</u>	<u>106.59</u>	<u>3.19%</u>
<u>Urban Separator</u>	<u>343.45</u>	<u>10.27%</u>
<u>Open Space</u>	<u>146.92</u>	<u>4.39%</u>
<u>Urban Reserve Overlay</u>	<u>0</u>	<u>0%</u>
Total	3,343.38	100.00%

<u>Future Land-Use Category</u>	<u>Total Covington</u>	
	<u>Acres</u>	<u>% of Total</u>
<u>Single-Family Residential</u>	<u>21,549</u>	<u>61.71%</u>
<u>Downtown Commercial</u>	<u>2,465</u>	<u>7.06%</u>
<u>Neighborhood Commercial</u>	<u>110</u>	<u>0.32%</u>
<u>Community Commercial</u>	<u>0</u>	<u>0%</u>
<u>Industrial</u>	<u>1,859</u>	<u>5.32%</u>
<u>Mineral</u>	<u>1,429</u>	<u>4.09%</u>
<u>Public Use</u>	<u>2,359</u>	<u>6.76%</u>
<u>Public Utility</u>	<u>3</u>	<u>0.01%</u>
<u>Urban Separator</u>	<u>3,686</u>	<u>10.55%</u>
<u>Open Space</u>	<u>1,460</u>	<u>4.18%</u>
<u>Urban Reserve Overlay</u>	<u>0</u>	<u>0</u>
Total	34,919	100.00%

Table 2.6: Corresponding Land-Use Designations and Zoning Districts

Future Land-Use Designation		Consistent Zoning District	
SFR	Single Family Residential	R-4	Residential 4 Units Per Acre
MDR	Single Family Residential	R-6	Residential 6 Units Per Acre
HDR	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

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

Residential Development Capacity

The residential development capacity for Covington is shown in Table 2.7. The estimates were derived from zoning districts that allow residential use and broken down by theoretical additional housing units from either vacant land or from the redevelopment of an existing developed parcel. In summary, 2,224 theoretical additional dwelling units could be developed from vacant land and 5,749 additional units could be redeveloped from underutilized parcels, for a net total of 7,973 additional dwelling units. As shown on Table 2.2, Covington’s housing target by the year 2022 is 1,173 additional households. Comparing the theoretical development capacity with the growth target added to the 2000 housing inventory baseline of 4,398 units results in a gross surplus of 2,402 dwelling units. However, this total must be reduced to account for the influence on the development capacity of land of such factors as the size of the parcels, amount of constrained critical areas, roads and infrastructure reductions, and the assumed density range of the parcel’s future land-use designation, market conditions and other factors.

To address these issues, a 25 percent reduction factor to account for these external impacts and to provide a cushion to allow markets to operate without price distortion must be applied, yielding a net surplus of approximately 1,800 dwelling units. This analysis shows that there may be sufficient, appropriately designated developable land available to meet Covington’s residential growth target for the year 2022.

Table 2.7: Residential Development Capacity in Relation to Household Target for 2022

2022 GMPC Household Target	Housing Units Needed	Residential Development Capacity from Vacant Parcels (housing units)	Residential Development Capacity from Redevelopable Parcels (housing units)	Total Residential Capacity (housing units)	Surplus Residential Capacity in Relation to Target (housing units)
B	C = (A + B)	D	E	F = (D + E)	G = (F - C)
1,173	5,571	2,224	5,749	7,973	2,402

Sources: 2000 US Census; King County GMPC; Covington 2003.

It should be noted that the housing units needed by 2023 identified in Table 2.7 do not reflect the GMPC target for the City. The City has almost reached the 2022 GMPC household target in the year 2003. Instead, this analysis represents how much housing the City would need to provide in order to accommodate projected population growth for 2023 as identified in the City’s 2003 Population, Housing and Employment Report.

Commercial and Industrial Development Capacity

The commercial and industrial development capacity for the Covington UGA is shown in Table 2.8. The estimates are listed by zoning districts for commercial and industrial lands and employment generating and broken down by net unconstrained acres of vacant and redevelopable land. The last column is a calculation of the additional jobs that could be accommodated by the total net unconstrained vacant and redevelopable acres.

In summary, the existing acres of vacant and underutilized commercial and industrially zoned land could potentially be developed with enough commercial and industrial uses to generate 4,432 additional jobs assuming a density of 15 jobs per acre in industrial and neighborhood commercial zones and 45 jobs per acre in downtown and regional commercial areas. Community Commercial was not considered in this analysis. Covington’s employment target by the year 2022 is at least 990 new jobs on top of the 4,398 jobs located in Covington in 2000. By combining the existing and targeted jobs (5,388) and comparing it with total zoned capacity for only 4,432, jobs it appears that commercially and industrially zoned land will not provide sufficient employment capacity, falling short by some 956 jobs. However, it should be noted that this zoning-based methodology does not account for employment occurring in other zones in the city. For example, the single largest employer in Covington is government/education which employed 2,136, over 42.2 per cent of Covington’s workforce in 2002. Most of these jobs are in schools which are located in the Existing Public land-use designation. Likewise, the fast-growing home-based employment sector will likely to continue to be located in all residential zones but have not been estimated.

Table 2.8: Commercial/Industrial Development Capacity

Employment Sectors	2000 Employees	2022 GMPC Employment Target	Jobs Needed	Employment Capacity on Vacant Parcels (jobs)	Employment Capacity on Redevelopable Parcels (jobs)	Total Employment Capacity (jobs)	Surplus Employment Capacity in Relation to Target (jobs)
	A	B	C = (A + B)	D	E	F = (D + E)	G = (F - C)
Downtown Commercial	NA	NA	NA	646	1045	NA	NA
Regional Commercial	NA	NA	NA	657	202	NA	NA
Industrial	NA	NA	NA	559	1297	NA	NA
Neighborhood Commercial	NA	NA	NA	26	0	NA	NA
Total	4,398	990	5,388	1,888	2,544	4,432	-956

2.8 Goals and Policies

2.8.1 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.

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.

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.

LNP 1.3 Emphasize environmental standards for urban development that allow maximum permitted densities and uses of urban land while protecting critical areas.

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.

- 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.*
- LNP 1.6 Designate a Town Center that concentrates employment, multifamily residential, mixed-use, infrastructure, and transit improvements.*
- LNP 1.7 Review all new development against guidelines of the Vision Statement to preserve 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.*

2.8.2 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.
- 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.*
- LNP 2.2 The UGA shall provide enough land to accommodate at least twenty years of projected growth of households and employment.*
- 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.*
- 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.*
- 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.

- 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.*
- 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.*
- 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.*
- 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.*
- 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.*
- LNP 2.11 Designate future "Potential Annexation Areas" to facilitate long-range planning and decision making consistent with Covington's long term growth needs.*
- 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.*
- 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.*
- LNP 2.14 Actively pursue extensions of the Urban Growth Boundary to include City-owned lands.*
- LNP 2.15 Identify preferred future land uses in the Comprehensive Plan for the Potential Annexation Areas.*
- 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.*
- 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.*
- 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.*
- 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 bottle-neck of incorporated or unincorporated land.*
- LNP 2.20 Annexation proposals should include areas that would result in City control over land uses along major entrance corridors to the City.*
- 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.*
- LNP 2.22 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.

LNP 2.23 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.

LNP 2.24 Shoreline Master Program environmental designations, including those for associated wetlands, should be established during the annexation process.

2.8.3 Property Rights

LNG 3.0 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.

LNP 3.1 Minimize impacts on private property rights, when feasible and consistent with the Vision Statement.

LNP 3.2 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.

2.8.4 Permits

LNG 4.0 The City of Covington will process permit applications in a fair and timely manner to ensure predictability, public health, safety and welfare.

LNP 4.1 Allocate adequate resources to the permit review process.

LNP 4.2 Establish and utilize policies and procedure for permit reviews in a manner that is consistent, fair and predictable.

2.8.5 Community Involvement

LNG 5.0 The City of Covington will provide for and promote public participation in the development and amendment of City policies and implementing regulations.

LNP 5.1 Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

2.8.6 Historic Resources

LNG 6.0 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.

LNP 6.1 Encourage the protection, preservation, recovery and rehabilitation of significant archaeological resources and historic sites.

LNP 6.2 Consider the impacts of new development on historical resources as part of its environmental review process.

LNP 6.3 Encourage efforts to rehabilitate sites and buildings with unique or significant historic characteristics.

2.8.7 Residential Development

LNG 7.0 The City of Covington will accommodate the City's UGA allocated 20-year housing target.

LNP 7.1 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.

LNP 7.2 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.

LNP 7.3 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.

LNP 7.4 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.

LNP 7.5 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.

LNP 7.6 Phase development according to the availability of adequate public services.

2.8.8 Housing

LNG 8.0 The City of Covington will provide opportunities for a variety of housing types, options, and densities.

LNP 8.1 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.

LNP 8.2 Establish a minimum density for new construction in each residential district.

LNP 8.3 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.

LNP 8.4 Provide for single family detached housing at densities ranging from 4 to 8 dwelling units per acre.

LNP 8.5 Provide for a mix of detached single family and multifamily residential opportunities, including accessory dwelling units, in the single family residential designation.

2.8.9 Economic Development

LNG 9.0 Provide for orderly and efficient economic development to serve an increased population in accordance with the Goals and Policies of the Economic Development Element.

LNP 9.1 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.

LNP 9.2 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.

- LNP 9.3 Foster a business climate that is supportive of business formation, expansion, and retention and recognizes the importance of small businesses in creating new jobs.*
- LNP 9.4 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.*
- LNP 9.5 Foster the development and use of private/public partnerships to implement economic development policies, programs and projects.*
- LNP 9.6 Seek to maintain an appropriate balance of jobs and housing.*
- LNP 9.7 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.*

2.8.10 Downtown Commercial

- 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.
- LNP 10.1 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.*
- LNP 10.2 Development in the downtown area shall provide for complementary functional relationships between various land use designations.*
- LNP 10.3 Establish development standards that promote flexible and cohesive design in the downtown and in accordance with the goals and policies of the Downtown Element.*

2.8.11 Neighborhood Commercial/Community Commercial

LNG 11.0 Develop appropriately located community and neighborhood commercial areas, auxiliary to downtown, to serve the needs of neighborhoods.

LNP 11.1 Neighborhood and Community Commercial should provide for: public facilities; pedestrian-oriented design; appropriately sized commercial uses and activities.

LNP 11.2 Establish development standards for the Neighborhood and Community Commercial zone that promote flexible and compatible designs with the adjacent neighborhood character.

LNP 11.3 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.

2.8.12 Public Utility

LNG 12.0 Public utility land use should be designed in a manner which is compatible within nearby uses.

LNP 12.1 Establish criteria in the Public Utility designation to allow for expansion and operation both now and in the future.

LNP 12.2 Buffers and other techniques should be used to protect public utility uses and nearby uses from land-use conflicts.

LNP 12.3 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.

2.8.13 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.

LNP 13.1 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.

2.8.14 Design Standards

LNG 14.0 Encourage high-quality site and building design for public use, commercial, multifamily and mixed-use developments.

LNP 14.1 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.

2.8.15 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.

LNP 15.1 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.

LNP 15.2 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 15.3 Approve mineral extraction and processing proposals within the Mineral designation following site-specific environmental study.

LNP 15.4 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 15.5 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.

LNP 15.6 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.

2.8.16 Urban Separator

LNG 16.0 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.

LNP 16.1 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.

LNP 16.2 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.

LNP 16.3 Explore opportunities to acquire property within the Urban Separator as a means of further protecting the natural character of the area.

LNP 16.4 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.

2.8.17 Essential Public Facilities

LNG 17.0 Essential public facilities will be prioritized, coordinated, planned, expanded and sited through an inter-jurisdictional process.

LNP 17.1 Locate proposed new or expansions to existing essential public facilities consistent with the King County Comprehensive Plan.

LNP 17.2 Share essential public facilities with King County, the City and neighboring counties and cities, if advantageous to both to increase efficiency of operation.

LNP 17.3 Ensure that no racial, cultural or class group is unduly impacted by essential public facility siting or expansion decisions.

LNP 17.4 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 17.5 A facility may be determined to be an essential public facility if it has one or more of the following characteristics:

- a) the facility meets the Growth Management Act definition of an essential public facility;*
- b) the facility is on a state, county or local community list of essential public facilities;*
- c) the facility serves a significant portion of the County or metropolitan region or is part of a Countywide service system; or*
- d) the facility is difficult to site or expand.*

LNP 17.6 Site proposed new or expansions to existing essential public facilities based on the following:

- a) an inventory of similar existing essential public facilities, including their locations and capacities;*
- b) a forecast of the future needs for the essential public facility;*
- c) an analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;*
- d) an analysis of the proposal's consistency with policies County and City Policies;*
- e) an analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;*
- f) an analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;*
- g) an analysis of environmental impacts and mitigation; and*
- h) extensive public involvement.*

LNP 17.7 Actively regulate and monitor designated essential public facility operations to ensure that such facilities do not cause or create a public nuisance.

2.8.18 Commercial Areas

LNG 18.0 Provide sufficient land for a variety of appropriate economic development opportunities.

- LNP 18.1 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.*
- LNP 18.2 Create relatively high density areas that allow people to live, shop, and possibly work without being dependent on their automobiles.*

2.8.19 Hawk Property Subarea Urban Village

LNG 19.0 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 .

LNP 19.1 Encourage a variety of commercial, residential, and recreational development types.

LNP 19.2 Encourage a variety of housing types at various densities to provide housing choices not currently available in one location within Covington.

LNP 19.3 Adopt design standards for the urban village that facilitate development in the Hawk Property Subarea as the northern entrance to Covington.

LNP 19.4 Ensure that the public realm provides places for a variety of ages, interests, and experiences and is easily accessible.

LNP 19.5 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.

LNP 19.6 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 19.7 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.

5.0 TRANSPORTATION ELEMENT

5.1 Introduction

The City of Covington is required, under the GMA, to develop a transportation element as part of its Comprehensive Plan.

The Transportation Element is closely linked to the Land Use Element, Downtown Element, Parks, Trails and Recreation Element and the Capital Facilities Element. The transportation element provides the City with a plan for improving and developing the facilities and services of its transportation system. It supports existing and future travel needs, while maintaining consistency with the overall goal and vision for the City. Transportation system resources are major factors in the development of land use planning; while conversely; land use policies greatly influence the need and location for transportation improvements. The transportation improvement program, concurrent with land use planning, will allow the City of Covington and adjoining jurisdictions to develop a comprehensive transportation system that responds to the transportation issues facing the City.

The transportation element identifies specific strategies and programs to implement the City's transportation goals and policies. It serves as a dynamic planning tool for developing a balanced transportation system that promotes economic growth and development by means of an efficient, yet cost-effective program. To maintain effectiveness and consistency, it is critical that this transportation element be reviewed and updated as land use plans and downtown element are updated and decisions on major regional transportation projects are adopted. It should also be systematically amended, as necessary, to incorporate changes in land use planning and/or local and regional policy direction.

The transportation element is a comprehensive, policy-based document, which consists of:

- The Transportation Chapter with narrative of existing and future transportation conditions and policy language

- An inventory of existing transportation facilities and services
- Travel forecasting based on land use plans
 - 20-year Capital Improvement Plan, adopted herein by reference
 - Strategies for concurrency, implementing and funding the transportation plan
 - Intergovernmental coordination

The City's transportation element meets the requirements set forth by GMA. The City of Covington plan is based on a 20-year horizon to maintain consistency with the land use element of the City's Comprehensive Plan. The analysis of existing transportation system conditions, in conjunction with the 2020 planning horizon, provides the City with a response to its most immediate short term transportation needs, and defines the needs for longer-range transportation improvements.

The City of Covington transportation element was developed to be consistent with the King County Countywide Planning Policies. The City's plan is multi-modal, and provides a balance between land use, improvements, and financing needs. The plan identifies the most direct routes for movement of freight and goods, as well as mobility for residents and people that work and shop within the city. Overall, the plan improvements and policies should provide an adequate, cost-efficient, transportation system to serve the city and adjacent areas over the next 20 years.

The transportation element includes a recommended improvement program for meeting both the short-term and long-range transportation requirements. Additional non-motorized transportation needs for the community, such as trails and bicycle facilities are addressed in the City's Parks and Recreation Plan.

5.1.1 Planning Area

Figure 5.1 shows the primary transportation planning area, existing city boundaries, and significant roadways, including arterials and collectors. In addition, some local roadways providing access/circulation within neighborhood communities and the downtown area are shown. Not all of the roadways within the City's planning area have been shown in order to make the graphics more readable and to focus the information on the City's key roadways.

The City of Covington is located in the southeast region of King County and is within the King County Urban Growth Areas (UGA). The Cities of Kent, Black Diamond, Maple Valley, and unincorporated King County surround the City of Covington.

The City of Covington, neighboring cities and communities, King County, and the Washington State Department of Transportation

(WSDOT), in conjunction with the Puget Sound Regional Council PSRC, intend to work cooperatively to coordinate transportation system improvements. The goal is to provide consistency with the planning efforts of all jurisdictions within the study planning area.

5.2 Inventory of Existing Transportation System

The transportation system for the City of Covington includes streets and highways, pedestrian and bicycle facilities, and transit. An inventory of the existing system was conducted in March 1999 and updated in July 2003. The inventory creates a baseline for the transportation element and provides a basis for identifying transportation issues. It documents roadway classifications and traffic control, traffic volumes and level of service, accident history records, truck routes, transit service, and pedestrian and bicycle facilities. It also provides information on current Transportation Improvement Programs (TIP). Roadway features and traffic controls identified in the inventory are used in the transportation model to forecast future traffic volumes.

5.2.1 Roadway Functional Classification

The functional classification system used by city, state, and federal transportation agencies provides for a hierarchy of roadways. Roadway facilities are classified by the relative amounts of through traffic and land-access service they provide. The functional classification system defines the level of mobility a roadway provides to the users. The functional classifications are used to establish eligibility for roadway funding projects and to define appropriate street design standards and traffic operating characteristics.

Classified Roads

The functional classifications for area roadways are shown in Figures 5.2a and 5.2b. Figure 5.2a shows the classifications of the major roadways based on the City's method for classifications. Figure 5.2b identifies major roadways based on the Federal classification system. Three classification categories of arterials are defined as follows for the City of Covington (Table 5.1).

Table 5.1 – Functional Classification Definitions

Classification	Primary Function	Definition
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 freeways and major highways (SR 18 and SR 516) under the jurisdiction of the Washington State Department of Transportation.
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 Arterial		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 neighborhood streets (i.e. non-arterials) and larger arterials.

Roadway System and Traffic Controls

Figure 5.3 depicts the existing number of through travel lanes for freeways, arterials, and some local roadways serving the City of Covington and the adjacent communities in the planning area. It also shows existing intersection traffic controls.

5.2.2 Major Transportation Facilities

Primary access to the City of Covington is via two major state highways: SR 18 and SR 516. These two highways intersect at the western edge of downtown Covington. SR 18 provides access between Auburn/Federal Way to the southwest and I-90 to the northeast. Currently SR 18 has a four lane segment, access-controlled highway southwest of Covington and northwest of the City up to the approach to Tiger Mountain Summit where it transitions to a two-lane segment with limited passing lanes.

SR 18 is classified as an Urban-Principal Arterial by WSDOT, and has a posted speed limit of 55 mph. There is a full access interchange for SR 18 at SR 516 and SE 256th in Covington. SR 18 continues northeast through Covington, crossing under 180th Avenue SE continuing to I-90.

SR 516

SR 516 provides primary access to Covington from the east and west. SR 516 passes through the center of the downtown. SR 516 is classified by WSDOT as an Urban-Principal Arterial upon entering the city from the west; its classification changes to Urban-Minor Arterial just east of the SR 18 interchange.

There are nine signalized intersections along this route, including Covington Way SE, 164th Avenue SE, 168th Avenue SE, SR 18,

168th Place, 172nd Ave SE, SE Wax Road, 185th Ave SE, and 192nd Ave SE.

164th Avenue SE

164th Avenue SE is a two-lane collector arterial providing access between SR 516 and SE 256th Street, continuing north past SE 240th Street, ultimately connecting with SE 224th Street. This roadway generally has 1- to 5-foot-wide paved shoulders with only a few short segments of sidewalks that have been constructed as frontage improvements adjacent to past urban developments.

180th Avenue SE

180th Avenue SE is a collector arterial located between the north/south segments of SE Wax Road. This section of 180th Avenue SE consists of segments of two-lane and segments of three-lane road. It has a posted speed limit of 35 mph. The pedestrian facilities consist of an intermittent 5-foot-wide sidewalk on the west side of the road. There is signalized control at SE 256th Street and an all-way stop control at the northern SE Wax Road intersection.

SE Wax Road

SE Wax Road is divided into two sections, with 180th Avenue SE providing the connection between the two sections. The northern section is between 180th Avenue SE and 196th Avenue SE (the roadway continues northeast of 196th Avenue SE to SE 240th Street). This section is a two-lane minor arterial. This section has 2- to 4-foot-wide paved shoulders with no separate pedestrian facilities. There is an all-way stop control at the northern section of 180th Avenue SE. The southern section between 180th Avenue SE and Covington Way SE is a two-lane collector arterial with a posted speed limit of 35 mph. There are 3- to 5-foot-wide paved shoulders with no separate pedestrian facilities. This route has a school speed zone located approximately between Covington Way SE and SE 278th Place. The school speed zone is posted for 20 mph and is activated “when children are present.” There is signalized control at the intersections of SE Wax Road with Covington Way SE and at SR 516.

SE 256th Street

SE 256th Street provides the other major east/west route. This route travels into/out of the City of Kent to the west and connects to SR-18 just east of 180th Avenue SE. The roadway is currently a two-lane minor arterial with a posted speed limit of 40 mph. The

shoulders vary from 3- to 8-feet of pavement to 3- to 8-feet of gravel. The only sections of sidewalk are along the frontage of newer developments. The roadway has signalized control at 180th Avenue SE and at 164th Avenue SE.

SE 240th Street

SE 240th Street is a two-lane principal arterial with a posted speed limit of 35 mph. The roadway has 2- to 5-foot-wide paved shoulders with no separate pedestrian facilities. The north/south approaches of minor streets with SE 240th Street are stop controlled. The SE 240th Street/196th Avenue SE intersection is controlled with an all-way stop.

156th Avenue/Place SE

156th Avenue/Place SE is currently not classified as an arterial. The southern terminus of the roadway is at SR 516. The roadway connects to the north to SE 256th Street, continuing on to 224th Street SE. It operates as a local street. The roadway is a two-lane facility. The roadway has 2- to 5-foot-wide gravel shoulders with intermittent sidewalks on both sides. The sidewalks are located along the frontage of newer developments. This roadway is stop controlled at SR 516, SE 256th Street, and SE 240th Street.

196th Avenue SE

196th Avenue SE (in the City of Covington) is a short roadway segment providing a connection between SE 240th Street and SE Wax Road. This section of roadway is a minor arterial with one lane in each direction. The full length 196th Avenue SE corridor provides significant access to/from the north, connecting with SR 169 to the north. It has 2- to 5-foot-wide gravel shoulders. There is no posted speed limit or separate pedestrian facilities along the route. This route is stop controlled at both SE 240th Street and SE Wax Road.

148th Avenue NE

148th Avenue NE provides a north/south connection between SE 256th Street and SE 240th Street connecting north to SE 192nd Street. The roadway is a two-lane collector arterial. The roadway has 4- to 10-foot-wide gravel shoulders. There is no direct access to pedestrian facilities. However, there is an existing pedestrian trail in the wooded area just off the roadway. The roadway is stop controlled at SE 256th Street and SE 244th Street. 148th Avenue SE is not located within the city limits of Covington, but is

immediately adjacent to the city limits between SE 256th Street and SE 244th Street.

168th/165th Place SE

168th/165th Place SE provides a connection from SR 516 at 168th Place to Covington Way through the existing Fred Meyer and Safeway parking lots. The alignment varies to accommodate existing developed structures. Two roundabouts; one single lane roundabout at the new intersection of SE 276th Street provides a future extension east to SE Wax Road, and the second roundabout facilitates traffic circulation between the Safeway and Fred Meyer properties. The northern roundabout is two lanes for north / south and one lane for east / west.

The street section is 5-Lanes from SR 516 to the northern roundabout, then 3-Lane Arterial section with bike lanes, landscaped median, landscaped planter strip and 8' wide sidewalks southward to Covington Way SE.

Other local roadways in the area essentially provide access and circulation between residential neighborhoods and the arterial roadways described above.

As shown in Figure 5.3, there are currently 10 signalized intersections in the city. Most of the signalized intersections are at major intersections with the state highways. Seven of these intersections are along SR 516, through downtown. Two are on SE 256th Street SE and the remaining one is at Covington Way SE/SE Wax Road. Most of the remaining intersections along the arterials are stop sign-controlled on the minor approaches.

5.3 Traffic Volumes and Levels of Service

5.3.1 Traffic Volumes

Average daily and PM peak hour traffic volumes were collected from a variety of sources including WSDOT, King County, road tube counts and traffic impact analyses for proposed developments in the area. In addition, manual PM peak hour turning movement counts were conducted to supplement previously collected traffic data. The volumes reflect 2008 conditions. The existing daily traffic volumes for the state highways and arterials within the city are summarized in Figure 5.4.

The two state highways, SR 18 and SR 516, carry the highest traffic volumes in the study area. SR 18 carries approximately 44,000 vehicles per day (vpd) in the Covington vicinity. However,

since SR 18 is an access-controlled highway, it only directly impacts the operations of the transportation system at the SR 516 on/off ramps. This location moves a significant amount of traffic that is on the Covington roadway system.

On SR 516 there are approximately 29,000 vpd west of the SR 18/SR 516 interchange, compared to approximately 38,000 vpd east of the interchange. There is approximately 30 percent more daily traffic on SR 516 to the east of SR 18 compared with volumes to the west. Further to the east, traffic volumes decline with approximately 23,500 vpd just east of 192nd Avenue SE. A review of the PM peak hour turning movement data, between 172nd Avenue SE and 192nd Avenue SE indicates that much of the eastbound traffic drops-off at SE Wax Road and 192nd Avenue SE. The PM peak hour traffic volumes represent approximately nine percent of the daily traffic volumes on SR 516.

SE 256th Street is the other major east/west route in the Covington area. At SE 256th Street/164th Avenue SE, the daily traffic volumes are approximately 10,200 vpd on the east leg and 14,600 vpd on the west leg. The volume is 13,400 vpd east of 148th Avenue SE.

There are three major north/south routes in the Covington area: 164th Avenue SE, 180th Avenue SE, and SE Wax Road. 164th Avenue SE carries about 6,500 vpd north of 256th Avenue. 180th Avenue SE carries approximately 8,600 vpd north of 256th Avenue. North of 180th Avenue SE, SE Wax Road carries about 4,200 vpd. Between 180th Avenue SE and SR 516, SE Wax Road carries about 12,500 vpd. The volume on SE Wax Road drops to 8,200 vpd south of SR 516.

5.4 Existing Level of Service Standards and Concurrency Program

Level of service (LOS) is a qualitative measure of both the operating conditions of a traffic system as well as the perceived conditions by drivers and passengers. Level of service is related to the physical characteristics of the roadway and the different operating characteristics of the roadway when it carries different traffic volumes.

Level of service ranges from LOS A, which indicates good operating conditions with little or no delay, to LOS F, which indicates extreme congestion and long vehicle delays. The definition of each service level and the methodology for estimating level of service is provided in the Highway Capacity Manual (Transportation Research Board 2000). At signalized

intersections, level of service is defined in terms of average delay per vehicle. At unsignalized intersections, level of service is typically reported for the delays for the side street traffic movements. Similar procedures are used for roadway segment analysis.

The City of Covington adopted King County's level of service standards and transportation concurrency program. The City desires both short-term and longer-term modifications to the standards, which are presented in Section 5.14. The King County program has two components related to level of service standards: Transportation Adequacy Measures (TAM) and Intersection Standards (IS). The TAM is used for testing roadways for transportation concurrency and the IS is used to implement the development review requirements of SEPA for impacts to intersections.

The two components are used to evaluate traffic impacts of new development proposals. The TAM process is very complex and involves use of a detailed traffic-forecasting model. The TAM process includes six elements:

1. Transit service to set transportation service area thresholds.
2. Exempt facilities with high occupancy vehicle links from the volume/capacity evaluation.
3. Evaluate volume/capacity of a weighted zonal average.
4. Evaluate links, which exceed a critical volume/capacity ratio.
5. Evaluate urban connectors through rural areas.
6. Use prescriptive standards to evaluate non-motorized transportation.

The City of Covington is identified as a Transportation Service Area (TSA) 3 in the King County model. The TSA 3 classification indicates that the area has urban services and that arterials should be constructed or improved, if necessary, to support planned growth. Some transit service is available in a TSA 3 area; however, the area is not a priority for transit service expansion. The TSA 3 designation establishes an areawide average volume- to capacity (v/c) of 0.89, or LOS D or better. This standard applies to most new developments within the city, although the County system does provide for some exemptions.

The TAM process also involves evaluation of possible Unfunded Critical Links (UCLs). The list of UCLs consists of arterial corridors that the county has identified as being important for countywide mobility, forecasted to have a high traffic congestion level, and having unfunded improvements within the 6 year time frame of the most recent Capital Improvement Plan (CIP). These links are monitored and used in the level of service analysis of the TAM for testing concurrency. If links exceed the critical link threshold with a volume- to capacity (v/c) of 1.10 or greater and the link is impacted by 50 percent of a development's peak hour traffic then the development must be denied concurrency.

The unfunded critical link test applies within the City of Covington since SR 516 (from 104th Avenue SE to SR 169) is included on the county's list of links to be monitored. The City is only applying the unfunded critical link test to the section of SR 516 within the city limits. This includes SR 516 from just west of 156th Avenue SE to Jenkins Creek (just east of SE Wax Road).

If either the TAM areawide average v/c ratio or unfunded critical link test standard is not met, the development is not issued a certificate of transportation concurrency. A concurrency certificate is required for the development to be approved.

King County's Intersection Standards require that intersections operate at HCM 2000 LOS E or better. The standard applies as part of the SEPA review of development proposals. The standard applies at intersections that are impacted by at least 20 percent of a development's peak hour traffic and at least 30 trips from the development impact the intersection. If a development impacts an intersection that falls below the IS it can mitigate its impact by making improvements or through contribution of a proportionate share of an identified improvement project.

5.5 Traffic Safety

The City follows WSDOT and King County guidelines for identifying safety improvement needs. The WSDOT bases its high accident locations on an equation in which weighted values are assigned to fatalities, injuries, and property-damage-only accidents. If this value exceeds an established threshold, the location is deemed a high accident location (HAL). Another value used by WSDOT in defining problem area intersections is based on the number of accidents per million entering vehicles (MEV). An accident/MEV rate of 1.0 is an average rate. Rates above 1.0 may indicate a location with a safety issue. King County often uses the standard threshold of 10 accidents per year at signalized

intersections and 5 accidents per year at unsignalized intersections. The threshold value is less for unsignalized intersections because it is assumed traffic volumes will generally be lower at an unsignalized intersection. Furthermore, an occurrence of 5 or more accidents at an unsignalized intersection may meet warrants for installation of a traffic signal.

5.6 Truck Routes

The City of Covington does not currently have a formal adopted truck route ordinance. In lieu of a formal truck route, the City of Covington assumes all arterial roadways are acceptable for truck traffic. These roadways provide access to the major commercial activity centers in the city while minimizing the impacts on residential neighborhoods.

5.7 Transit Service and Ridesharing

Figure 5.6 shows existing transit service in the Covington area. King County Metropolitan Transit (Metro) provides transit service in Covington, as well as all other areas of King County. Metro routes 159, 168, and 912 provide transit service to the City of Covington.

Route 159 provides service between Seattle and the City of Covington's Timberlane neighborhood and downtown area. Route 159 operates through the Kent transit center via SR 516. The route operates on 30-minute headways during both the AM and PM peak hours of operation.

Route 168 provides a service link between the Kent Transit Center and the City of Covington's Timberlane and downtown area. Route 168 operates similar to Route 159. The route circulates during both the AM and PM peak hours and operates on about 60 minute headways.

Metro Route 912 provides transit service between Covington and Enumclaw through the City of Black Diamond. The transit route operates during the midday on an approximate 1-hour, 40-minute headway.

Metro has bike racks installed on many buses on its major routes. The addition of bike racks is intended to promote the use of multimodal transportation. Users are able to walk or bike to their destination from the transit stop.

King County Metro also offers a Vanpool and Rideshare Matching Program. The focus of the program is to reduce congestion by

providing alternative modes of transportation. Commuters using the programs can take advantage of the high occupancy vehicle (HOV) system. Vanpools operate with a minimum of 4 and a maximum of 12 riders. The Rideshare Matching Program matches commuters with similar travel characteristics and provides them with the opportunity to carpool. Currently there are two vanpools registered for the Covington area serving Bellevue and Issaquah.

Metro's Six-Year Transit Development Plan for 2002-2007 (King County Department of Metropolitan Services Transit Department 2002) indicates that over the next several years the transit service will continue to evolve to support GMA objectives.

The proposed future system will build on the key elements of the existing service plan and will also include a multi-centered system focused on several transit hubs, where convenient connections can be made. The new service is intended to increase mobility by public transportation to a broader range of destinations, increase transit's overall market share for travel in the county, and improve efficiency in terms of set performance criteria.

The City of Covington is not identified as a regional or urban center and is not in Metro's plans for targeted service improvements or for a transit hub. Existing service with connections to and through Kent would be the primary focus of transit to the Covington area.

5.8 Pedestrian and Bicycle Facilities

A detailed sidewalk inventory and evaluation was performed in 2009 by Gray & Osborne. The City's existing transportation system was historically designed and constructed for vehicular traffic, but has since been improved to include sidewalks and bicycle facilities. The majority of the streets that have sidewalks are located in the City's downtown and along arterials such as 164th Ave SE, SE 256th, SE Wax Road, 180th Ave SE and along SR 516 to SE 185th Ave.

When new developments occur, the City requires frontage improvements, dedication of rights-of-way, and construction of sidewalks. This can result in a piecemeal pattern of pedestrian facilities along city streets. The downtown lacks pedestrian "friendly" facilities along much of the frontage along SR 516 due to frequent driveways, which can result in pedestrian-vehicular conflicts. The proximity of the sidewalk to this major arterial also makes the route relatively unfriendly for pedestrian travel. Roadway improvements north of SR 516 provide additional

pedestrian routes parallel to SR 516. Formal bicycle facilities are located along SE Covington Way, 168th/165th Pl SE, 164th Ave SE, SE 256th Street, 180th Ave SE and SE Wax Road. Otherwise bicyclists in the city must share the road with vehicular traffic or use roadway shoulders.

New bicycle lanes are identified along SE 240th Street, between SR 18 and Kent. This is a King County project. Bicycle lanes also are identified as part of the SE 256th Street extension and widening.

Regional bicycle routes in and around the city have been identified by King County (Bicycling in King County, King County Department of Transportation 1998). These routes include the Soos Creek regional trail, just west of the city. Covington Way, Covington-Sawyer Road and 168th Avenue extension are identified as bicycle routes south of SR 516. North of SR 516, bicyclists would use SE 256th Street, SE 240th Street, 164th Avenue SE, a segment on 180th Avenue SE, SE 270th Place, 168th Place SE, and part of SE Wax Road..

SR 516 is a route to use with caution, due to high volume of traffic. The access control project for SR 516 between 172nd Avenue SE and Wax Road improves bicycle use to some degree, by reducing the number of conflicting traffic movements; however, this route is still subject to high volumes of traffic including trucks and other large vehicles and bicyclists should exercise caution when using this section of SR 516. SR 516 west of Wax Road will be subject to continued CIP projects over the next several years and as such is not recommended as a proposed bike route.

The City's 20-year CIP program in Chapter 10 supports regionally identified bicycle routes through reconstruction and/or widening of arterials. Added traffic control will also assist bicyclists crossing high volume arterials. Refer to Chapter 6 (Parks and Community Services Element) for the Integrated Sidewalk and Trail Plan.

5.9 Aviation Facilities

There are no aviation facilities located in the City of Covington. The Port of Seattle provides regional aviation facilities at Sea-Tac International Airport. Travel to/from Covington and Sea-Tac International Airport is primarily via east-west arterials connecting to Kent. These include SR 516, SE 256th Street, and SE 240th Street. Traffic can also access Sea-Tac International via SR 169 through Renton. Covington area travelers can access SR 169 using 196th Avenue SE and 140th/132nd Avenue SE.

Crest Airpark, located south of Covington, provides general-purpose aviation in the area. The airport is privately owned, but is open to the public. It is accessed off of 179th Place SE via Covington-Sawyer Road, approximately ½ mile south of downtown Covington. Crest Airpark's north-south runway directs air traffic over central Covington. The airport is part of the Regional Airport System which is a component of the PSRC Metropolitan Transportation Plan (MTP).

Regional air travel will continue to be provided for Covington residents and businesses by the Port of Seattle at Sea-Tac International Airport. The Crest Airpark will continue to provide general aviation for the area. The City's and other agency's planned transportation system improvements will support access to these facilities.

5.10 Planned Transportation Improvements

5.10.1 Covington Six-Year Transportation Improvement Program

In June 2009, the City of Covington adopted the 2010-2015 Six-Year TIP. The City's TIP includes a range of improvement projects including annual safety and pedestrian improvements. It also includes projects to improve intersections, channelization, and capacity on roadways that operate at low levels of service. The on going update to the TIP is adopted by reference and available for review at the Public Works Department.

5.10.2 King County and WSDOT Transportation Plans

There are many specific transportation improvement projects planned in the vicinity of the study area by King County as part of their Transportation Needs Report (TNR). The King County 2009-2014 Capital Improvement Program lays out the County's six-year plan for capital improvements. These plans are considered in developing the City's 20-year Capital Improvements Plan.

WSDOT is continuing to widen SR 18 to a four-lane limited access freeway. This included reconstruction of the SR 18/SR 516 interchange. As part of the interchange project, Covington Way was realigned crossing SR 18 (grade separated) to the west of the southbound interchange ramps.

WSDOT and the City of Covington completed and implemented an access control plan for SR 516 between SR 18 and SE Wax Road to reduce safety problems and maintain the through capacity of the state highway.

5.11 Land Use and Travel Forecasting

Land uses and transportation facilities have a mutually influential relationship. Land use tends to drive trip generation and influence necessary transportation facilities to support the traffic. In turn, existing transportation facilities may influence what types of land uses can feasibly be supported. Transportation planning recognizes this relationship and future transportation needs are planned using land use assumptions.

These land use assumptions are coded into mathematical models where the various land uses are distributed throughout the city in accordance with a proposed Land Use Plan. Vehicle trips are generated based on statistical relationships of the land uses and assigned to the computer roadway network. Intersections and roadways where forecast trips exceed the available capacity can be identified and roadway network improvements can be evaluated.

5.11.1 Overview of the Travel Forecasting Process

A transportation model refined for the City of Covington was used, as a tool for analyzing the preferred land use and developing a list of transportation needs. The model is based on a model initially developed by King County. For use in this plan, a new model was developed to add specific detail within the City of Covington allowing a more accurate representation of travel patterns.

Population and employment projections were provided for the proposed land use. The land use provided the basis for calculating trip generation data in the transportation model. The transportation model was used to calculate trip generation data for the 2023 horizon year. The model provided projected transportation volumes on the local street network to help identify deficiencies in the proposed 2023 roadway network.

Transportation Analysis Zones (TAZ)

The original King County TAZ system for the model includes hundreds of zones or external stations; approximately 10 county TAZs cover the City of Covington and adjacent areas. TAZs for the Covington model were created by dividing the 10 King County model zones into 115 City of Covington zones and 126 external zones. This increase in detail results in a better depiction of travel patterns and allows for detailed analysis of local transportation and circulation issues within the city.

Transportation Network

The transportation network represents the roadway system within the model. Figure 5.6 illustrates the modeling network employed for analyzing Covington’s proposed land use alternatives. The Covington model includes all arterial streets (principal, minor, and collector), and freeways as well as key local streets. The representation of the freeway system is done in a manner to show individual ramps. Data are assigned to each street representing the functional class, number of lanes, capacity, and free-flow speed conditions. Capacity data is also assigned to each node (intersection) in the simulation network. The resulting network represents the roadway system within the transportation model.

Trip Tables

Trip tables represent the travel from area to area and are produced from the land use data for each TAZ. Existing land use data for each TAZ included household and employment values for TAZs within the city limits. Existing land use data for the outlying TAZs was derived from the PSRC and King County data files.

Trip generation equations, which convert the land use data to travel, and trip distribution, which identifies the specific zone- to zone interchanges, are the basic tools for developing the trip table.

The Covington model uses national and local trip generation rates to estimate the total number of trips for each zone. The regional trip distribution is based on regional travel patterns and PSRC land use.

Model Calibration

The final step in developing a travel-forecasting model is to combine the transportation network and trip table to “calibrate” both elements to represent the existing travel patterns and traffic volumes in the area. Calibration is an interactive process in which refinements are made to the model to improve it until a satisfactory result is achieved. The Covington model is a PM peak hour model. Therefore, the goal is to represent actual travel during the afternoon/evening commute. The existing conditions Covington model was calibrated to 2003 measured PM peak hour traffic volumes.

The 20-year Capital Improvement Projects were added to the model network based on WSDOT and King County transportation improvement programs and locally committed improvements such as the widening of SR 18.

5.11.2 Consistency with Proposed Land Use Plan

The travel-forecasting model was used to develop forecasts for year 2023, consistent with PSRC regional and King County planning efforts. For the immediate planning area, land use data reflects the proposed 2023 land use plan for TAZs within the city. The PSRC regional land use data were used for other Covington model TAZs outside the city limits.

5.12 Transportation System Evaluation

5.12.1 Transportation System Performance

The 2023 transportation forecast for the proposed land use and adopted 20-year capital facility plan shows most roadways operating at link v/c ratios of less than 1.0 with the exception of the SR 18/SR 516 Interchange and sections of the proposed 172nd Corridor Extension.

System-Wide Link Analysis

The high v/c ratios at SR 18/SR 516 interchange are the result of high forecast volumes to and from the south on SR 18, destined to Covington and/or through Covington to the east. This is based upon a 20-year forecast considering City of Covington and regional growth projections from PSRC. The v/c ratios improve to acceptable levels outside the influence of the interchange. The interchange will likely accommodate 50 percent of the 20-year travel demand, meeting the 10-year planning horizon required under GMA. SR 18 is a Highway of Statewide Significance (HSS) and as such the City is required to disclose the transportation impacts of the proposed land use plan to WSDOT.

The V/C ratio of the 172nd Corridor extension suggests that the proposed three-lane roadway may require expansion to four to five lanes in the 20-year planning horizon. The three-lane project will likely accommodate 80 percent of the 20-year travel demand, exceeding the 10-year planning horizon required under GMA.

System-wide Intersection Operations

The link capacities assumed in the traffic-forecasting model assume downstream intersection constraints. Intersections of links with v/c of under 1.0 for the 20-year forecast are assumed to operate within the Intersection Capacity Utilization (ICU) 2000 by Trafficware volume to capacity ratio (v/c) of 0.90 or better. Intersection projects in the 20-year capital facilities plan including traffic signals and roundabouts are proposed for over 20 locations. Final configurations of the intersection improvement designs may include additional turning lanes to achieve v/c of less than .90 per

the ICU 2000 methodology. The final timing of intersection improvements will be based upon MUTCD signal warrants and intersection concurrency requirements. Intersections that meet Manual on Uniform Traffic Control Devices MUTCD warrants or cause ICU 2000 v/c's in excess of 0.90 and not on the current 20-year capital improvement plan or Six-Year TIP will require mitigation under SEPA.

5.13 Future Transportation Systems Conditions

The findings from the review of existing conditions and evaluation of travel forecasts were used to formulate the future transportation systems plan for Covington. The plan also includes improvements for non-motorized travel and strategies for transit and ridesharing programs. An overview of air transportation programs is also noted.

5.13.1 Street and Highway Element

The street and highway element provides a movement of a range of travel modes. It supports general automobile traffic, trucks, and buses. It also provides routes for non-motorized transportation. The following presents the proposed functional classification of the arterials serving the city. Routes for use by trucks are also defined. It is followed by a summary of the planned improvements to serve the city. The improvements include new streets, widening of existing streets, intersection/operations projects, and study projects. Many of the improvements include facilities for non-motorized travel.

Roadway Functional Classification

As previously discussed under the inventory of existing conditions, the functional classification system provides a hierarchy of streets to serve a combination of through traffic and access to adjacent properties. General definitions are included in Table 5.1.

The proposed functional classification for the City of Covington is presented on Figure 5.2a and 5.2b. SR 18 is the only limited access facility serving the city. It would connect with arterials at SR 516 and SE 256th Street.

Principal arterials will include SR 516 and SE 240th Street, consistent with King County's previous designations. The SE 256th Street corridor is classified as a minor arterial. The SE 256th route also connects with the 180th Avenue SE/Wax Road/196th Avenue SE minor arterial route. This route provides a connection

to/from SR 169, north of the city. Covington Way SE, from SR 516 to the city limits is also classified as a minor arterial.

A series of north-south collector arterials also are identified to serve the city. These include 148th Avenue SE, 156th Avenue SE, and 164th Avenue SE. A system of collector arterials also provides access/circulation within the business district. SE Wax Road/180th Avenue SE is proposed to be a minor arterial.

Truck Routes

The City of Covington desires to ensure safe and efficient movement of freight and goods within the city. To that extent, the City has identified the SR 18 freeway and all principal and minor arterials (see Figures 5.2a and 5.2b) as primary truck routes. The collector arterial system, other local roads should only be used by trucks to access commercial or residential areas for deliveries; collector arterials, other local roads should not be used for through truck trips.

20-year Capital Improvement Plan

Figure 5.7 summarizes the 20-year CIP and Table 5.2 provides an overview of each project. The projects provide capacity to resolve existing and forecast deficiencies. They also are needed to improve safety and access/circulation within the city. The project list also identifies other reconstruction and non-motorized improvement projects. These improvements supplement the non-motorized components of the identified widening and new construction projects. Citywide overlay and safety/operations programs, studies of collector road systems, and bridge replacement projects complete the improvement list.

Table 5.2 – 20 Year Capital Improvement Program 2010-2029

Priority	Project	From	To	Description
A	180th Ave SE Ext.	SE 267th Pl	SE 272nd St	Add 2 Through Lanes, Turn Lanes, Sidewalks and Median
B	SE 272nd St	SE Wax Rd	192 nd Avenue SE	Add 2 Through Lanes, Bike Lanes, Turn Lanes, Sidewalks and Median
C	SE 256th St	148th Ave SE	160th Ave SE	Add 2 Through Lanes, Bike Lanes, Turn Lanes, Sidewalks and Median
D**	SE Wax Rd (See DTP below)	SE 272nd St	Covington Way SE	Add Bike Lanes, Turn Lanes Sidewalks and Median

E	Covington Way SE	168th Ave SE	SE Wax Rd	Add 2 Through Lanes, Bike Lanes, Turn Lanes, Sidewalks and Median
F	180th Ave SE	SE 261st St	SE Wax Rd (North)	Add Ped overcrossing of SR18, Turn Lanes, Median, Sidewalks and Bike Lanes, +2 Thru Lanes n/o SE 256th St
G	SE 272nd St	160th Ave SE	164th Ave SE	Add 2 Right Turn Lanes, Sidewalks and Bike Lanes
H	SE 256th St	168th Ave SE	180th Ave SE	Add 2 Through Lanes, Bike Lanes, Turn Lanes Sidewalks, and Median

Additional Projects in Downtown Plan (Downtown Element Chapter 4)

**	SE Wax Rd (See D above)	SE 272nd St	Covington Way SE	Potential alignment modification and intersection improvements to accommodate pedestrian access.
DTP I	SE 276th St	165 th Pl SE	SE Wax Road	New 3-lane street in Downtown Plan to accommodate pedestrian and vehicle access
DTP II	SE 274 th Pl	168 th Pl SE	172 nd Ave SE	New street in Downtown Plan to accommodate pedestrian and commercial access
DTP III	172 nd Ave SE	SE 272 nd St	SE Wax Road	Potential alignment modification and intersection improvements to accommodate pedestrian access.
DTP IV	171 st Ave SE	SE 272 nd St	SE Wax Road	New street in Downtown Plan to accommodate highest level of pedestrian activity and design as a "Main Street". Limit truck and delivery traffic and provide adequate space for emergency vehicles.

Hawk Property Subarea Projects

The improvements supporting the Hawk Property Subarea Plan are addressed in the Hawk Property Planned Action Ordinance, February 11, 2014, hereby incorporated by reference.

The relative share assigned to the City of Covington is identified in the following Table 5.3. Some of the identified projects are included in Chapter 10 Capital Facilities; however the forecast is limited to the last forecasts for 2003-2008. The following costs were updated as part of the 2008 Amendment process and will be incorporated into the Capital Facilities, Chapter 10, in the next 7 year mandate by GMA.

Table 5.2 – 20 Year Capital Improvement Program 2010-2029 – Associated Costs

Priority	City CIP #, Project Name, Termini,	Cost \$1000	Description
A	1124, 185th Place SE Extension Wax Road/180th Avenue SE Roundabout to SE 272nd Street New Route, New Alignment, Access management	11,980	Connect roundabout at Wax Road and 180th Avenue SE to SE 272nd Street. Install curb, sidewalk and street lighting near intersections. Install underground utilities. 82' right-of-way, 44', 3 lane street
B	1039, 1127, 1128 SE 272nd Street (SR 516) Wax Road to 192nd Avenue SE Access control, Pedestrian improvements, Signal revisions	28,100	Widen road to 5 lanes. New Stream Crossings of Jenkins Creek. Install curb, sidewalk and street lighting along SE 272nd Street. Install Median, Modify existing signal, and underground utilities. 100' right-of-way, 72' street
C	1041, SE 256th Street 148th Avenue SE to 160th Avenue SE Widen & reconstruct, Sidewalks, New signal	19,030	Widen road to 5 lanes. Install curb, sidewalk and street lighting along SE 256th Street. Install Median, Modify existing signal, and underground utilities. 100' right-of-way, 72' street
D	1085, SE Wax Road SE 272nd Street to Covington Way SE Widen & reconstruct, Sidewalks, New signal	14,570	Widen Wax Road to 3 lanes. Add turn lanes at major intersections. Install curb, sidewalk and street lighting near intersection. Install Median, install new signal, and underground utilities. 84' right-of-way, 44' street
E	1084, Covington Way SE 165th Place SE to SE Wax Road Widen & reconstruct, Sidewalks, New stream crossing	7,330	Widen road to 5 lanes. Install curb, sidewalk and street lighting along Covington Way SE. Install Median, Modify existing signal, and underground utilities. 100' right-of-way, 72' street
F	1060, 1061, 1149 180th Avenue SE SE 261st Street to (north) SE Wax Road Widen & reconstruct, Sidewalks, Modify signal	6,770	Widen road to 3 lanes. Install curb, sidewalk and street lighting along 180th Avenue SE. Install Median, install new signal, and underground utilities. 84' right-of-way, 44' street
G	1063, SE 272nd Street (State Route 516) 160th Avenue SE to 164th Avenue SE Widen SE 272nd Street. Add turn lanes.	9,260	Widen SE 272nd Street. Add turn lanes. Install curb, sidewalk and street lighting near intersection. Install Median, install new signal, and underground utilities.
H	1056, SE 256th Street 168th Place SE to 180th Avenue SE Widen & reconstruct, Sidewalks, New stream crossing	12,050	Widen road to 5 lanes. Install curb, sidewalk and street lighting along SE 256th Street. Install Median, Modify existing signal, and underground utilities. 100' right-of-way, 72' street

TOTAL 20 Year Plan 2010 - 2029

109,090

DOWNTOWN STREET PLAN

DTP I	SE 276th Street 165th Place SE to SE Wax Road New Route, New Alignment, Commercial Access	6,150	New Street, New Alignment. Construct new 42' (3 lane) commercial access street in new 84' right-of-way. 10' sidewalks on both sides
DTP II	SE 275th Street 168th Avenue SE to SE Wax Road New Route, New Alignment, Commercial Access	3,210	New Street, Alignment of existing service drive. Construct new 26' access street in 50' right-of-way Grind existing access road, Install curb, gutter and 10' sidewalk on one side.
DTP III	172 nd Ave SE Extension SE 272 nd Street to SE 276 th Street New Route, New Alignment, Commercial Access	1,750	New Street, New Alignment. 80' right-of-way. Construct new 48' (3 lane) access street with 8' sidewalks.
DTP IV	171st Avenue SE SE 272nd Street to Wax Road New Route, New Alignment, Commercial Access	10,650	New Street, New Alignment. 60' right-of-way. Construct new 36' (3 lane) access street with 10' sidewalks. Grind existing parking area, Demolish portions of existing buildings
TOTAL Downtown Street Plan		21,760	

HAWK PROPERTY SUBAREA PLAN

The improvements supporting the Hawk Property Subarea Plan are addressed in the Hawk Property Planned Action Ordinance, February 11, 2014, hereby incorporated by reference.

Maintenance and Operations Program

The City will maintain a program for annual overlays and safety/operations improvements. These allow the City to maintain and preserve the investment in the existing transportation system. The program will evaluate pavement conditions with a systematic approach. This will help ensure overlays and/or reconstruction projects are programmed before significant problems develop. The overlay program may be used to pave roadway shoulders to provide interim facilities for bicycles and pedestrians.

The maintenance and operations programs should be based on appropriate engineering review and evaluation. Public input also should be taken into account in defining specific improvements implemented with these programs.

Some of the improvements necessary to improve non-motorized travel within and around Covington will connect to the existing network of sidewalks serving the downtown core. The proposed

collector roads north and south of SR 516 will form a network of sidewalks within the downtown core. The City will continue to widen the sidewalks along SR 516, and/or separate them from the high volume travel lanes with a buffer strip.

Other non-motorized projects include pedestrian improvements along school walking routes. These projects are located throughout the city to reduce the need for school buses to transport children that live within walking distance of a school but do not have adequate pedestrian facilities to access the school. These improvements may include sidewalks, paved shoulders or separate pedestrian paths. The type of facility will be decided during preliminary design and are subject to the availability of funding. Many of these projects could be interim phases of larger widening or reconstruction projects. The interim phase provides the City with options to improve high priority pedestrian system locations in a shorter time period.

Transit

As outlined in Section 5.7 Transit Service and Ridesharing, transit service is fairly limited within the City of Covington. King County Metro's six-year service plan does not propose significant changes to existing transit service levels for Covington.

The City should work with King County Metro to install transit shelters at some of the bus stops along SR 516. These would provide some support for higher transit use within the city. It may be desirable to have transit buses divert slightly from SR 516 to the new downtown collector road system, once the new routes are completed. This would enhance the environment for people waiting to catch a bus since traffic volumes would be significantly lower on the new collector arterials compared to SR 516.

Transportation Demand Management (TDM) Program

The City of Covington Transportation System Plan recognizes the importance of transit and Transportation Demand Management (TDM) programs, to reduce traffic congestion and to provide viable transportation alternatives. These programs build on the region's programs with refinements to reflect the specific needs/goals of the City of Covington.

In addition to increased transit service, a range of TDM programs are included as part of the City of Covington Transportation Plan. The goal of the TDM program is to reduce the overall amount of travel by single occupant vehicles (SOVs) within the city. The

TDM program must be compatible with state, regional, King County, and adjacent jurisdictions, policies and requirements.

The State Commute Trip Reduction Act (CTR) requires general purpose, local governments in King County to establish goals and guidelines to reduce their employees' use of SOVs in commuting to and from work. CTR defines a major employer as a business with 100 or more employees at a worksite, working a shift that begins between 6 to 9 a.m. The City has adopted its own TDM ordinance that will require new developments to implement strategies to reduce the number of vehicle trips generated during peak commuter periods, consistent with state law.

Individual demand management strategies that are typical elements of the TDM program are different for employment and residential developments. The following highlights TDM program elements for a broad spectrum of employment-based and residential-based developments.

Employer-Based Strategies

Employment-based strategies have been found to be the most effective in reducing peak hour traffic. In most cases, a transportation coordinator or coordinators direct employer-based strategies. Effective strategies include:

Transit Incentives - New developments could be required to provide free or reduced rate transit passes to all employees.

Parking Management - Limiting the parking supply to slightly less than or equal to the most accurate estimate of parking demand should be considered because it will make driving alone less convenient.

Compressed Work Week - Employers can be encouraged to participate in compressed work week programs.

Flexible Work Schedules - Employers should be encouraged to allow flexible work schedules that would permit their employees to adjust their schedules (at least minimally) to accommodate carpool, vanpool, or transit opportunities.

Other Financial Subsidies - New commercial developments could be required to provide a financial subsidy to employees who commute by transit, carpool, vanpool, or bicycle.

Residential-Based Strategies

Residential-based TDM strategies for the City of Covington will likely rely on increasing the availability of convenient transit service or van/carpools to major employment centers, especially in the Kent Valley, and north towards Renton.

Site Design - Sidewalks or other hard surface pathways should be provided on site for new developments connecting to the arterial system. Pedestrian connections on-site should not restrict direct pedestrian access to arterials and existing or possible future bus stops.

5.14 Plan Implementation

The City has defined a range of strategies to assure that the transportation system plan is implemented in a timely and orderly manner. These strategies include defining level of service standards and a concurrency management system. A strategy for using a range of programs to fund the transportation improvements also is critical to the implementation of the transportation plan. The City's transportation plan considers projects to be constructed by WSDOT, King County, and other surrounding jurisdictions as a part of responding to impacts created outside Covington's jurisdiction. This will require coordination between the jurisdictions to design, fund, and construct improvements that form a complete transportation system for the Covington area.

5.14.1 Level of Service Standards and Concurrency Management System

As outlined in Section 5.4 Existing Level of Service and Concurrency Program, the City of Covington has adopted King County's level of service and concurrency program.

With adoption of the transportation element and Comprehensive Plan, the City wants to enhance the existing County LOS and concurrency management system (CMS) to better reflect its definition of adequate transportation facilities.

Intersection Standard

The City of Covington has modified the Intersection Standards by requiring LOS D (calculated with ICU 2000 by Trafficware) or better for all intersections. The revised standard will be applied to intersections with arterials within the city and arterials immediately adjacent to the city. Levels of service for traffic movements from unsignalized non-arterial side streets may be allowed to operate at

LOS E or F, if the City Engineer determines that no significant operations or safety hazard will result. This revision is needed, since mitigation through installation of a traffic signal may not be warranted (per the MUTCD or desirable due to the proximity of other traffic control devices. The City will review unsignalized intersections on a case by case basis to identify appropriate SEPA mitigation.

The City also may choose to modify the traffic threshold that is used for the SEPA review of traffic impacts. A threshold lower than King County's 20 percent and 30-peak hour trip requirement will result in smaller developments contributing SEPA mitigation to identified improvements. The City has adopted a threshold as low as five (5) peak hour trips.

Arterial Links

In order to ensure that the roadway segments operate adequately, the City will create a capacity test for all arterial links. This capacity test will replace the TAM used by King County for determining system capacity. This standard requires that the maximum volume- to capacity (v/c) ratio for arterial links be set at 0.90 (LOS D or better). The test will be applied to all principal, minor, and collector arterials inside the city limits. The City will establish a traffic threshold as part of its implementation ordinance. Mitigation could be in the form of payment of a proportionate share of an identified improvement or construction of additional through or turn lanes.

Future LOS/CMS Program Direction

The LOS/CMS program is established to take advantage of King County's existing travel model and processes. The City intends to work with King County to refine the LOS/CMS tools and processes to more directly meet the City's transportation system needs. Specific changes will be defined over the next couple of years, as the City works with King County staff to refine the travel model and interlocal agreements.

LOS Reassessment Strategy

The City will monitor the operation of its transportation system as the plan is implemented. The monitoring will include review/tracking of the TAM and SEPA evaluations for individual developments. It also will be reviewed as part of the development of the annual Six-Year TIP. Where deficiencies are noted, the City will consider shifting funding resources to make improvements in

a more timely manner. The decision to redirect available funding will consider the funding source and the City's criteria for transportation improvements.

The City may choose to initially focus improvements and funding to support growth in the downtown or other areas to support implementation of the Comprehensive Plan. Such a strategy may help grow the long-term tax base earlier in the development of the twenty-year growth plan. If over time, transportation funding falls short of expectations, the City could consider revising the adopted LOS/CMS standards. The City also could revise the land use plan or direct additional funding to the transportation element. These would initially be reviewed as part of potential future changes to the LOS/CMS program in approximately two years.

5.14.2 Transportation Financing Strategies

Funding of the transportation system improvement projects must be taken in the context of the City's overall financial resources. Therefore, the details of the transportation financing program are included in the Capital Facilities Element.

The 20-year Capital Improvement Program summarizes the costs of the identified improvement projects. It also identifies the City's share of projects that would likely be developed jointly with King County or WSDOT. Joining together with other agencies is one strategy that the City will use to leverage its available financial resources. Joining forces with other agencies and the private sector also will be used to pursue state and federal grants.

The City will use a range of programs to help fund its transportation improvements. Funding programs that will be used for specific projects will be defined as part of the Capital Facilities Element and will be reviewed as each project gets closer to implementation. The City will continue to assess its transportation financing needs and consider other options, as appropriate.

Tax Revenue. The City receives a share of state gas taxes, which can be allocated to transportation system improvements. It also can allocate a portion of its share of property and sales taxes to the transportation program. These allocations must be balanced against other city services and facilities identified in the comprehensive plan.

Grant and Loan Programs. The City has applied for and has been awarded grants for specific improvement projects. Low interest loan programs such as the Public Works Trust Fund are also

considered as reliable alternative funding sources for certain projects in the TIP. In order to be successful in pursuit of grants and loans the City will work with other agencies and the private sector to define projects that best meet the criteria of each grant and/or loan program. This includes pooling resources to increase percentage for the local match.

Local Improvement Districts. Where appropriate, the City will establish local improvement districts (LIDs) to help fund parts of the transportation system projects.

Developer Mitigation Fees. As the City continues to work with King County on refining its travel forecasting model and processes related to a future LOS/CMS program, it also will work to revise the MPS program. The revised MPS program will add all capacity related improvement projects that are needed to support. Projects added to the MPS program would not include costs associated with resolving existing deficiencies.

Development SEPA Mitigation. When a development impacts an intersection or roadway section not included in the 20-year CIP that falls below the level of service standard, the City will require mitigation or will not approve the development at that time. Mitigation could be in the form of constructing improvements to bring the facility into compliance with the standard. Alternately, the City may allow mitigation of the project's impacts through payment of a proportionate share of an identified improvement project.

Developer Frontage Improvements. As required by the City's development standards, street frontage improvements will be required to be constructed as part of a new development project. These can include drainage, curbs, gutters, sidewalks, construction of access roads and other elements, such as street trees and street lights.

5.14.3 Intergovernmental Coordination

Preparation of the transportation systems plan and overall transportation element include a review of other agency plans and policies. These included WSDOT, King County, surrounding jurisdictions, and the school districts. The plan acknowledges the importance of coordinating improvement projects with other agencies and ensuring that they work as an overall system. The City's plans and policies do not, however, rely upon implementation of projects by other agencies.

The City has considered significant improvement projects for WSDOT and King County that help support the area transportation system. The City will coordinate with these agencies, the City of Kent and Maple Valley as these projects are implemented.

The City's transportation plan is also consistent with and connects with non-motorized systems of other agencies. The plan includes improved bike and pedestrian facilities to tie in with regional non-motorized travel corridors.

The City's plan also is consistent with Metro's current strategy for providing transit service in the area. The TDM program requirements are compatible with the types of developments within the city and their location at the edge of the urban growth area.

5.15 Goals and Policies

Goals and policies were developed to help guide the implementation of the transportation element of the City's Comprehensive Plan. These goals and policies will provide the framework for making decisions on the City's transportation infrastructure, transportation requirements of new developments, prioritization of transportation funding, and coordination with other agencies.

Goals and policies to guide implementation of the City's transportation element are presented below.

5.15.1 Long-Range Transportation Plan and Covington Future Land Use

TRG 1.0 The City of Covington shall provide a convenient, safe, cost effective, and efficient multi-modal transportation system that will serve the community and region while minimizing adverse impacts to neighborhoods, businesses, and the natural environment.

TRG 1.1 Implement a comprehensive long-range transportation plan to ensure that transportation planning, decision-making, and funding are coordinated and consistent with the proposed future land use plan.

TRP 1.1 Adopt a Transportation Roadway Needs Plan that identifies future arterial right-of-way requirements, roadway cross-sections, functional classifications, and implementation strategies.

- TRP 1.2 Employ professionally accepted methods of determining existing and future traffic conditions, and evaluating the impacts of potential development projects.*
- TRP 1.3 Forecast long-range transportation needs based upon adopted LOS standards and appropriate policies of the Comprehensive Plan.*
- TRP 1.4 Assure that the long-range transportation plans are consistent with regional and local plans.*
- TRP 1.5 Require dedication of right-of-way, as well as design and improvement of roadways consistent with the City's Transportation Roadway Needs Plan.*
- TRP 1.6 The Land Use Element and Transportation Element 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.*
- TRP 1.7 Identify transportation improvements, financing strategies, and implementation measures to encourage redevelopment at appropriate locations throughout the proposed Downtown Subarea.*
- TRP 1.8 Develop transportation facilities to enhance the City of Covington Vision.*
- TRP 1.9 Seek to involve the public and adjacent jurisdictions in identifying needs for planning and designing transportation facilities, programs, and services.*
- TRP 1.10 Encourage development of commercial activities and consistent uses in the Downtown Subarea to combine vehicle trips, reduce parking demand, encourage non-motorized travel, and reduce overall trip generation.*

5.15.2 Current Deficiencies and Needs

TRG 2.0 Identify currently deficient and unsafe traffic conditions in the City of Covington's street network system and develop corrective solutions.

TRP 2.1 Evaluate high accident locations and take the appropriate measures to eliminate the problem area(s) and improve safety conditions.

TRP 2.2 Conduct studies of local access and neighborhood circulation, and where problems are encountered, implement circulation modifications.

TRP 2.3 Implement an on-going traffic count program for the arterial roadway system to monitor traffic conditions and continuing growth.

TRP 2.4 Prepare a congestion management plan for areas where traffic congestion during peak periods is of highest concern.

TRP 2.5 Establish regulations and strategies that will 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.

TRP 2.6 Develop a proactive approach to access management on arterial roadways. Minimize access and egress to arterials to reduce traffic impediments and improve safety. Adopt access management standards for all arterial roadways.

TRP 2.7 Prioritize transportation funding to initially correct safety deficiencies and preserve the existing infrastructure.

TRP 2.8 Systematically survey all streets and other transportation-related facilities to ascertain the efficiency and effectiveness of the transportation system.

5.15.3 Level of Service (LOS) Standards

TRG 3.0 Adopt and implement a 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.

TRP 3.1 To implement levels of service for the arterial system as minimum standards for roadway planning and land development permitting.

TRP 3.2 To provide a methodology for evaluating the impacts of long-term growth and individual development projects.

TRP 3.3 Employ professionally accepted methods and measures in determining transportation LOS.

TRP 3.4 Address all modes of travel, motorized and non-motorized, in making concurrency determinations.

TRP 3.5 The City will develop its own Transportation Adequacy Measure for concurrency purposes. The TAM will include a volume to capacity (v/c) ratio test for all arterial street segments (or links) in the city limits and an intersection volume to capacity (v/c) ratio test for signalized intersections.

TRP 3.6 The TAM test for arterials will be based on a volume- to capacity (v/c) ratio of 0.89, which corresponds to LOS D or better.

TRP 3.7 The City will adopt LOS D or better for arterial intersections that are signalized or planned to be signalized. The City may allow traffic on the side streets to operate at LOS E or F if the City Engineer determines that no significant safety problem or excessive delays will result. The City Engineer may require mitigation to minimize potential impacts. The TAM test for intersections will be based on

Intersection Capacity Utilization volume to capacity (v/c) ratio of 0.90, which corresponds to LOS D or better.

- TRP 3.8 Evaluate level of service for traffic movements from minor streets at unsignalized intersections, at the time of development review.*
- TRP 3.9 Identify acceptable levels of traffic on lower classification streets through use of street design standards*
- TRP 3.10 Land development review will include coordination of development requirements according to LOS standards, the adopted Transportation Systems Plan, land development regulations, and the availability of transportation system capacity needed to support such development.*
- TRP 3.11 Establish a program to monitor LOS of all arterial roadways and signalized intersections (including those planned for signalization), on a semi-annual basis.*
- TRP 3.12 The City hereby adopts the State-determined LOS of "D" for SR-18.*

5.15.4 Transportation Improvement Plan and Street Maintenance

- TRG 4.0** Develop and maintain a six-year TIP that is consistent with the City's Comprehensive Plan, Transportation Roadway Needs Plan, and Capital Facilities Plan.
- TRP 4.1 Ensure that transportation facilities are maintained in a formal method that will optimize safety, traffic flow, and the life of the facility in the most cost-effective manner.*
- TRP 4.2 Prepare a coordinated Six-Year TIP that is updated annually and in accordance with applicable funding strategies.*

- TRP 4.3 Proposed roadway projects shall be evaluated and prioritized according to the following guidelines:*
- a. 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;*
 - b. 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;*
 - c. Project's ability to improve the general prosperity of the community or represent a logical extension of existing facilities.*
- TRP 4.4 The results of the Concurrency Management System should be used in developing the Six-Year Transportation Improvement Program.*
- TRP 4.5 The planned transportation improvement program, proposed land use element, and the finance plan shall be consistent and coordinated.*
- TRP 4.6 Proactively seek local, state, and federal funding and grants for the enhancement of the transportation facilities.*
- TRP 4.7 Coordinate funding with other local and regional sources to address transportation improvements that serve multiple jurisdictions and/or are mutually beneficial.*

5.15.5 Transit and TDM Strategies

- TRG 5.0** Work directly with the local and regional transit agencies to increase transit service.

- TRG 5.1 Promote transit and TDM strategies as viable alternatives to single-occupant vehicle use.
- TRG 5.2 Enhance use of transit and TDM strategies by supporting appropriate land use.
- TRP 5.1 Work with KC/Metro to evaluate and make necessary changes to enhance the transit service within the city.*
- TRP 5.2 Proactively participate in the planning of the regional transit system to facilitate the City's transportation needs with regards to transit.*
- TRP 5.3 Promote and facilitate transit-friendly and convenient land use and facilities to increase transit ridership.*
- TRP 5.4 Transit stops and transit access shall be promoted near land uses that attract large numbers of employees and/or customers.*
- TRP 5.5 Encourage an ongoing awareness program for ridesharing, carpooling, and transit in cooperation with KC/Metro.*
- TRP 5.6 Support transit services that meet the needs of persons with disabilities, the elderly, and people with special needs.*
- TRP 5.7 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 nonmotorized connections.*
- TRP 5.8 Encourage the development of higher-density commercial and residential centers that can be efficiently served by transit.*

5.15.6 Street Improvement Standards

- TRG 6.0 Implement a comprehensive transportation program of development regulations, street improvement standards, and traffic circulation standards that will preserve and foster existing neighborhoods and businesses, support

public transportation, safety and emergency response, encourage non-motorized transportation, and serve existing and future land development.

- TRG 6.1 To ensure satisfactory roadway facilities for all types of users, including non-motorized transportation.
- TRG 6.2 Enhance truck access to/from SR 18 and other regional facilities to minimize the impact of trucks on residential areas of the city.
- TRG 6.3 In general, all arterials shall accommodate pedestrian and bicycle movement, as well as automobile and transit traffic.

TRP 6.1 Streets and arterials should be classified to reflect their desired functional use. The functional classification system should be based, in part, on present and future traffic volumes and by the type of land uses abutting the streets and arterials.

TRP 6.2 Adopt design standards for arterials and local streets that are based on the functional classification of the facility and the projected land uses they are intended to serve.

TRP 6.3 Consolidate access to properties along principal and minor arterials wherever possible to maximize the capacity of the facilities and reduce potential safety conflicts.

TRP 6.4 The primary truck routes should consist of SR 18 and principal and minor arterials. The collector arterial and local road system should only be used for trucks to access commercial or residential developments for deliveries.

TRP 6.5 Develop a strategy with WSDOT to develop and implement an Access Management Plan for SR 516. This will reduce the number of access locations on SR 516 within Covington and adjacent communities.

- TRP 6.6 Focus major capacity improvements on existing and identified new arterials. Supplement these improvements with high priority safety, capacity, and multi-modal improvements on all streets.*
- TRP 6.7 Proceed with feasibility, design, and funding studies of upgrading SE 256th Street as a new minor arterial.*
- TRP 6.8 Develop improved roadway and parking lot designs, including minimum access spacing criteria and access control measures, through engineering and the development review procedures.*
- TRP 6.9 Locate driveways in a manner that provides adequate sight distance for all traffic movements and does not interfere with traffic operations at intersections.*
- TRP 6.10 Preserve the safety and character of local residential streets by discouraging non-local (cut-through) traffic and access on local streets.*
- TRP 6.11 Link local street networks through subdivisions to provide efficient local circulation, as appropriate, and provide additional collector arterial access for major residential areas.*
- TRP 6.12 Design, construct, and operate the transportation system to accommodate physically challenged persons in accordance with the ADA standards.*
- TRP 6.13 Design, construct and operate the transportation system to accommodate and support public safety vehicles, emergency response and operation.*
- TRP 6.14 Link SR 18 and 204th Ave SE with an arterial solution that provides efficient circulation while promoting a safe shopping and pedestrian environment.*

TRP 6.15 Ensure that the arterial link between SR 18 and 204th Avenue SE is constructed and accessible prior to the opening of any local street connection from the Hawk Property Subarea to 191st Place SE.

TRP 6.16 Provide an interconnected system of streets and non-motorized facilities that minimizes vehicular/bicycle/pedestrian conflicts and promotes pedestrian safety. Employ a grid street pattern where practicable.

TRP 6.17 Implement streetscape improvements that promote walkability and commercial activity.

5.15.7 Non-Motorized Transportation

TRG 7.0 Develop facilities to provide safe pedestrian and bicycle travel to promote alternative transportation modes and to support recreational activity, access to transit, and access to schools.

TRG 7.1 To provide a safe and convenient transportation system that is supported and enhances walking and bicycling.

TRG 7.2 To recognize the significance of equestrian activities in Covington and seek to contribute towards promoting appropriate facilities for these uses.

TRG 7.3 To provide a local and regionally integrated non-motorized transportation system of sidewalks, trails, and bicycle lanes to link neighborhoods, businesses, parks, schools and activity centers.

TRP 7.1 Require that pedestrian and bicycle friendly design features are incorporated into proposed new developments.

TRP 7.2 Develop facilities for the safe and efficient movement of pedestrian and bicycle traffic with consideration for both modes of travel as a means of alternative transportation as well as for recreational purposes.

TRP 7.3 Recognize pedestrian and bicycle travel as a basic mode of transportation and assure adequate pedestrian and bicycle facilities

are provided within residential areas and to/from commercial, schools and other public facilities.

- TRP 7.4 The zoning code should require that new development is accessible by pedestrians from adjacent roads and trails, with access points to major pedestrian destinations.*
- TRP 7.5 Provide good non-motorized access to and from transit stops.*
- TRP 7.6 Develop and sign a system of bicycle routes providing for travel within the city with connections to regional facilities and major local destinations.*
- TRP 7.7 Where feasible, include Class II bike lanes in the design of principal and minor arterials, consistent with road design standards. Class I bike trails should also be considered as an alternative.*
- TRP 7.8 Class III bicycle facilities will be implemented on designated collector arterials or lower classification streets to share the roadway with motorized traffic. Class II bike lanes should also be considered as an alternative.*
- TRP 7.9 Establish a program for construction of pedestrian facilities to complete essential missing segments.*
- TRP 7.10 Seek to enhance the pedestrian environments of Covington, specifically within the Downtown Subarea and within commercial/retail areas.*

5.15.8 Environmental Impacts and Streetscape Aesthetics

- TRG 8.0** Ensure that transportation facilities are developed and maintained in a manner that is sensitive to the natural environment, minimizes adverse impacts to residential neighborhoods and local businesses, and complements the aesthetic character of the City of Covington.

- TRP 8.1 Establish a streetscape plan consisting of private and public improvement projects for specific arterial and local streets that may include (but not be limited to): median landscaping, street furniture, signage, lighting, and sidewalks that will enhance the streetscape aesthetics.*
- TRP 8.2 Implement a pedestrian/bicycle system, comprised of dedicated bike paths and bike lanes.*
- TRP 8.3 Plan, design, and implement transportation improvement projects that minimize impacts to residential neighborhoods.*
- TRP 8.4 Proactively participate in efforts to improve management strategies, which will reduce contamination of street runoff and stormwater. Coordinate these efforts with other jurisdictions, as well as regional and state agencies.*
- TRP 8.5 Endeavor to ensure that all transportation-related improvement projects comply with state and federal guidelines for air quality and water quality responsibilities.*

5.15.9 Coordination, Monitoring, and Reassessment

- TRG 9.0** To coordinate the long-term transportation plan and short-term improvement programs with other jurisdictions and planning agencies.
- TRG 9.1** To regularly monitor, evaluate, and update transportation plans, standards, and improvement programs for the City's transportation system to ensure effective performance and timely implementation.
- TRP 9.1 Coordinate transportation plans and programs with other jurisdictions, agencies, and districts. Strive to achieve consistency between the City of Covington long-range transportation plan and the region's growth management goals and policies.*
- TRP 9.2 Coordinate land use, long-term transportation planning, and six-year*

improvement programs with King County in anticipation of potential annexation for adjoining areas.

- TRP 9.3 Establish programs to work cooperatively with the Washington State Department of Transportation (WSDOT) in planning and managing SR 18 and SR 516.*
- TRP 9.4 Coordinate transportation planning efforts with the transportation and land use plans of neighboring jurisdictions to maximize the cost-effectiveness of transportation improvement projects.*
- TRP 9.5 Institute a monitoring and evaluation program to revise planning documents and programs on a routine basis.*
- TRP 9.6 Encourage public involvement in transportation planning through information exchange efforts.*
- TRP 9.7 Regularly update transportation improvement programs, road standards, and level of service standards to achieve a condition consistent with the City's Vision for accommodating growth and changes in land use planning.*

5.15.10 Concurrency Management System

TRG 10.0 Ensure that transportation facilities necessary for future development are provided concurrent with actual growth, as required by the Growth Management Act.

- TRP 10.1 Develop a CMS based on the City's level of service standards. It should measure the adequacy of the overall transportation system and key arterials.*
- TRP 10.2 The CMS should include a monitoring system to ensure that transportation improvements are provided in a timely manner and remain consistent with adopted LOS standards. The CMS monitoring results should be considered in the annual*

update of the Six-Year Transportation Improvement Program.

TRP 10.3 The initial CMS program and level of service standard should be reviewed within approximately two years. Adjustments should be made, if necessary, to support the City's goals.

TRP 10.4 The CMS should implement the requirements of GMA to ensure that transportation improvements necessary to support new development are completed within the six-year timeframe.

TRP 10.5 The City should pursue opportunities for entering into interlocal agreements for the purposes of cross-jurisdictional concurrency testing.

5.15.11 Transportation Financing

TRG 11.0 To develop a long-range financial component and multi-agency funding program to ensure adequate funding sources and strategies for transportation improvements and maintenance.

TRP 11.1 The City of Covington should develop a long-range financial program that identifies potential funding sources and strategies to implement the transportation improvement plan.

TRP 11.2 An annual six-year financial plan should be developed to address transportation priorities to be incorporated into the City's Capital Improvement Program (CIP).

TRP 11.3 The City should develop and implement a program designed to ensure that new development within the City is required to make a fair share contribution to mitigate potential transportation impacts.

TRP 11.4 Develop an MPS specific to Covington to partially fund capacity projects that support new development.

TRP 11.5 Require new developments to mitigate their traffic impacts consistent with the level of service standards.

TRP 11.6 The City should pursue the opportunity of entering into interlocal agreements for the purpose of collecting impact fees for/from neighboring jurisdictions and WSDOT.

6.0 PARKS AND RECREATION ELEMENT

6.1 Introduction

The purpose of the Parks and Recreation Element is to provide goals and policies that guide the acquisition, development and management of parks, natural areas, trails and recreation facilities and programs for the City of Covington. This Element is divided into seven sections to address planning context, service standards, community needs, goals and policies, and implementation.

The Parks and Recreation Element is derived from the community planning process and analysis used to develop the 2010 Parks, Recreation and Open Space (PROS) Plan, which is a companion document to this Element and is incorporated herein by reference. It provides an inventory of park and recreation facilities and programs in Covington; outlines services standards for parks and facilities; identifies near-term community recreation demand; and presents a strategy for providing additional facilities and programs to meet the needs of the City's residents and visitors.

6.2 Planning Context

This section discusses legislative directives (including the GMA and the CPP) as well as the Parks and Recreation Element's relationship to other Comprehensive Plan elements and other community plans.

6.2.1 Legislative Directives

Growth Management Act

While the Parks Element is considered an optional element under the GMA, park and recreation facilities are required to be included in the mandatory capital facilities plan element. The Act identifies 13 broad planning goals to guide the development of comprehensive plans and development regulations (codified in RCW 36.70A). Of these, three goals directly influence the development and implementation of the City's parks, recreation and open space programs.

- Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities. (RCW 36.70A.020(9))
- Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water. (RCW 36.70A.020(10))
- Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance. (RCW 36.70A.020(13))

This Parks and Recreation Element aims to meet the intent of the requirements outlined in the GMA and provide a clear direction toward the protection and expansion of recreation opportunities for the citizens of Covington.

Countywide Planning Policies

The King County Countywide Planning Policies state that an open space system should be provided and that physical and visual access to rivers, lakes, and streams should be protected throughout the county. The Parks, Open Space and Cultural Resources chapter of the King County Comprehensive Plan makes significant references to the King County Park, Recreation, and Open Space Plan adopted in 2004 and outlines 32 policy statements pertaining to the provision of regional parks, natural areas and resource lands. The plan notes the need for cooperation, coordination and partnerships with public agencies, private groups and individuals to develop the regional parks and open space system.

6.2.2 Relationship to Other Comprehensive Plan Elements

The vision, goals, policies and recommendations of the Parks and Recreation Element have all been coordinated with, and are supportive of, the framework that has been established in Covington's Comprehensive Plan. This Element not only provides for the recreational needs of Covington's residents, but also is supportive of a broader network of regional greenspace and trails to surround the community.

The Parks and Recreation Element functions in concert with the Environmental Element by establishing policies for the acquisition, development and management of City-owned natural areas. The Land Use Element is supported through policies aimed at the continued provision of facilities and services to support anticipated growth. In addition, the Parks and Recreation Element establishes

policies for the coordination of funding and level of service requirements set forth in the Capital Facilities Element.

6.2.3 Relationship to Other Parks and Recreation Plans

In preparing the Parks and Recreation Element, the park, trail and open space systems of the City of Kent, Maple Valley and King County were considered. The planning direction established by Washington's Statewide Comprehensive Outdoor Recreation Planning (SCORP) program and RCW 36.70 also provided a regional basis for the Parks and Recreation Element. In addition, several planning documents and studies have been prepared since Covington incorporated in 1997 that have influenced parks and recreation service in the City. A summary of each of these is listed below.

2006 Covington Parks and Recreation Department Strategic Plan

This strategic plan is based in the Parks and Recreation Department's mission, vision and values and has three major purposes: present a long-term vision of success to direct planning and management efforts; prioritize projects to focus funding and budgeting; develop a management process that considers existing commitments when new requests and initiatives are presented.

2006 Community Forestry Plan

This draft plan includes the City's tree ordinance, tree establishment and maintenance procedures, a park and open space tree inventory and a 2007-2013 action plan. The Arbor Day program and the annual application to the Tree City USA membership program are highlighted as part of the educational component of the action plan.

2003 Arts Comprehensive Plan

This 6-year plan outlines the goals, objectives and performance measures for the Arts Commission and the Parks Department. The plan promotes the use and appreciation of the arts in the City's activities and facilities, while assisting the City in meeting the planning requirements for potential funding sources.

2002 Comprehensive Recreation Program Plan

The plan outlines a specific focus for city recreation services and identifies key recreation policies and practices to facilitate service delivery. The plan lists the vision, guiding principles, goals,

implementation strategies and a pricing policy for recreational programming.

6.2.4 Community Vision for Parks & Recreation

The future vision for Covington's park and recreation system is summarized as follows:

- *Covington is responsive to community needs.* The City will establish specialized recreation services and acquire additional parkland to meet the needs of its growing and diverse community. Partnering with other agencies, Covington will pursue opportunities and innovative solutions for new facilities and inclusive access to services.
- *Covington promotes active lifestyles, personal fitness and a greater sense of place and community.* Through joint marketing efforts and partnership development with regional health and fitness providers, Covington will strive to be one of the healthiest cities in Washington.
- *Covington is a walkable community with an expanded trails network connecting parks and natural areas with neighborhoods and downtown.* This includes a comprehensive system of on-road bicycle routes as well as off-road trails, so people have alternative transportation options and access to passive recreation opportunities for wellness and exploration.
- *Safe, attractive, well-kept parks and natural areas will be a key contributor to the city's health and economic prosperity.* Community outreach and education will build awareness of the benefits of parks, trails and recreation, along with encouraging residents to participate in improving their park system.

6.2.5 Planning Area Description

The City of Covington is situated in King County, between the cities of Kent and Maple Valley and maintains a modest system of neighborhood and community parklands, along with providing an aquatic center and aquatics programming. Additionally, a significant number of small, private pocket parks and greenspaces have been added throughout the City as a result of significant new residential development over the past ten years.

Covington's landscape character includes rolling foothills divided by three major creek drainages: Soos Creek, Little Soos Creek and Jenkins Creek. These drainage courses and forested slopes are among some of Covington's most striking features. With the exception of the commercial town center, most of the community retains natural greenbelts, and the vegetation and topography of

these greenspaces offer a variety of recreational, aesthetic and educational opportunities which serve as the context for the Parks and Recreation Element.

6.3 Park System Definitions and Standards

This section provides information for adopted service standards and describes the following park classifications within the City:

- Community parks
- Neighborhood parks
- Pocket Parks
- Natural Areas & Greenspaces
- Trails & Bikeways
- Special Facilities

6.3.1 Community Parks

Community parks are larger sites developed for organized play, contain a wider array of facilities and, as a result, appeal to a more diverse group of users. Community parks are generally 20 to 50 acres in size, should meet a minimum size of 20 acres when possible and serve residents within a 1-mile radius of the site. In areas without neighborhood parks, community parks can also serve as local neighborhood parks.

In general, community park facilities are designed for organized or intensive recreational activities and sports, although passive components such as pathways, picnic areas and natural areas are highly encouraged and complementary to active use facilities. Since community parks serve a larger area and offer more facilities than neighborhood parks, parking and restroom facilities are provided. Community parks may also incorporate community facilities, such as community centers, senior centers or aquatic facilities.

6.3.2 Neighborhood Parks

Neighborhood parks are small park areas designed for unstructured play and limited active and passive recreation. They are generally 3 to 5 acres in size, depending on a variety of factors including neighborhood need, physical location and opportunity, and should meet a minimum size of 2 acre in size when possible.

Neighborhood parks are intended to serve residential areas within short walking distance (up to ½-mile radius) of the park and should

be geographically distributed throughout the community. Access is mostly pedestrian, and park sites should be located so that persons living within the service area will not have to cross a major arterial street or other significant natural or man-made barrier, such as ravines and railroad tracks, to get to the site. Additionally, these parks should be located along road frontages to improve visual access and community awareness of the sites.

Generally, developed neighborhood parks include amenities such as pedestrian paths, picnic tables, benches, play equipment, a multi-use open field for youth soccer and baseball, sport courts or multi-purpose paved areas, landscaping and irrigation. Restrooms are not provided due to high construction and maintenance costs. Parking is also not usually provided; however, on-street, ADA accessible parking may be included.

6.3.3 Pocket Parks

Pocket parks are very small and serve a limited radius (up to ¼-mile) from the site; they provide passive and play-oriented recreational opportunities. Examples of pocket parks can include a tot lot with play equipment such as a climber, slide or swings; a viewpoint; or waterfront access areas such as at street ends. A small urban plaza or civic recognition project may also be considered a pocket park. Parking is not provided at pocket parks, although lighting may be used for security and safety.

6.3.4 Natural Areas & Greenspaces

Natural areas

Natural areas are those which are preserved to maintain the natural character of the site and are managed to protect valuable ecological systems, such as riparian corridors and wetlands, and to preserve native habitat and biodiversity. In managing for their ecological value, these natural areas may contain a diversity of native vegetation that provides fish and wildlife habitat and embodies the beauty and character of the local landscape. Low-impact activities, such as walking, nature observation, and fishing are allowed, where appropriate, and horseback riding is also permitted on certain sites.

Greenspaces

Greenspaces are passive-use open spaces and turf areas without developed amenities or structured functions.

6.3.5 Trails & Bikeways

Trails

Trails are non-motorized transportation networks separated from roads. Trails can be developed to accommodate multiple uses or shared uses, such as pedestrians, in-line skaters, bicyclists and equestrians. Trail alignments aim to emphasize a strong relationship with the natural environment and may not provide the most direct route from a practical transportation viewpoint.

Bikeways

Bikeways are different than trails in that they are within road rights-of-way and their principal focus is on safe and efficient transportation routes. Bikeways serve distinctly different user groups than trail users. Typical bikeway user groups would include bicycle commuters, fitness enthusiasts and competitive athletes. Their emphasis is on speed, which can create conflicts with recreation-type trails and their respective user groups.

6.3.6 Special Facilities

Special facilities include single-purpose recreational areas such as skateparks and display gardens, along with community centers, aquatic centers and public plazas in or near the downtown core. Additionally, publicly-accessible sport fields and play areas of public schools are classified as special facilities; while they often serve as proxies to public parks, school sites have restricted daytime access and offer limited recreational use during non-school hours.

6.3.7 Service Standards

Service standards for park facilities are one recognized method of expressing the quantity of recreation service provided for a given level of demand. It is represented as a ratio of quantity versus demand, and it is commonly expressed as a number of acres or miles of facilities per a given population, such as 3 acres of neighborhood park per every 1,000 people or 0.75 miles of trail per 1,000 people.

Table 6.1 shows the adopted service standards for parks and recreational facilities, including trails, in Covington. It is important to bear in mind that the suggested standards are an expression of minimum acceptable facilities for the citizens of Covington. The service standards are a starting point for local level of service assessments. Only the four (4) service standards that will be

adopted for the purposes of funding in Chapter 10 (Capital Facilities Element) are presented in the section below.

Table 6.1. Parks & Recreation Service Standards

Classification	Size Guideline	Proximity Guideline	Service Standard
Community Parks	20-50 acres; 20-acre minimum desired	up to 1-mile radius	5 acres / 1,000
Neighborhood Parks	3-5 acres; 2-acre minimum desired	up to 1/2-mile radius	3 acres / 1,000
Pocket Parks	NA	up to 1/4-mile radius	
Natural Areas & Greenspace	NA	NA	6 acres / 1,000
Trails & Bikeways	NA	NA	0.75 miles / 1,000

Neighborhood and pocket parks are combined for a service standard of 3 acres per 1,000 residents.

6.4 Park Inventory and Facilities

This section provides a summary inventory and overview of Covington’s existing public and private developed parks, trails, and recreational facilities.

Covington provides nearly 170 acres of public parkland and natural areas distributed among 24 city-owned sites. A number of other public and private open spaces exist throughout Covington and add to the City’s recreation resources.

The major non-city, public open space is Soos Creek Park, a 731-acre regional park which partially lies within the western edge of the City’s boundaries. This park forms a greenbelt that separates Covington from Kent and includes the Soos Creek Trail, a 1.4-mile multi-purpose trail with parallel equestrian trail. Lake Meridian Park, operated by the Kent Parks Department, is located immediately west of Soos Creek Park and is also heavily used by Covington residents.

Covington residents are also served by several small parks operated by homeowner associations as private parks. The largest privately-owned, publicly-accessible open space is Camp McCullough, a 38-acre Christian campground, located on the western shore of Pipe Lake.

Schools of the Kent and Tahoma School Districts provide additional open space and active recreation opportunities for area youth with athletic fields, tennis courts, basketball courts and playgrounds. Since the City does not own or operate any athletic

fields at the present, individual sports leagues work with each school district via use and maintenance agreements to facilitate practice and game play for local youth sport teams.

Table 6.2 summarizes the existing parks and facilities inventory by park type. The maps on the following pages (Figures 6.1 & 6.2) identify public parks, trails and natural areas managed by the City of Covington. A detailed inventory and assessment of existing parks, natural areas and recreational facilities is contained in the PROS Plan.

Table 6.2. Park System Inventory by Type (Summary)

Type	Number of Sites	Acreage
Community Parks	2	51.98
Neighborhood Parks	10	68.95
<i>Public, City-owned</i>	3	4.46
<i>Private</i>	7	64.49
Pocket Parks	11	5
<i>Public, City-owned</i>	1	0.39
<i>Private</i>	10	4.61
Natural Areas & Greenspace	30	182.4
<i>Public, City-owned</i>	16	109.75
<i>Private</i>	14	72.65
Special Facilities	3	39.56
<i>Public, City-owned</i>	2	1.41
<i>Private</i>	1	38.15
County	5	276.5
Schools	8	77.9
	Total Acreage	702.29

Figure 6.1. Existing City-owned Parks and Natural Areas

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Figure 6.2. Existing Trails, Bikeways and Paths

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6.5 Needs Assessment

This section summarizes the core needs resulting from a review of the park system, community feedback and stakeholder input. A summary of level of service (LOS) measurements for park and trail facilities is also provided.

6.5.1 Parks & Natural Areas

A gap analysis of the park system was conducted to examine and assess the current distribution of parks throughout the City. The analysis reviewed the locations and types of existing facilities, land use classifications, transportation/access barriers and other factors as a means to identify preliminary acquisition target areas. The gap analysis showed that much of the city lacks reasonable access to public parkland, with significant gaps in the west-central and eastern areas of the City. A total of nine potential acquisition areas were identified and discussed in more detail in the PROS Plan.

The greatest documented need is for additional community park sites to provide the land base for a blend of passive and active recreation opportunities, such as sport fields, picnicking and walking. The City should consider an acquisition along Pipe Lake to provide for these recreational needs and to also provide water access. Secondly, new neighborhood parks are needed to improve overall distribution and equity, while promoting recreation within walking distance of residential areas. Also, the need for an urban plaza in the downtown core was identified, as was the need for the acquisition of natural area to connect current City ownership south of Jenkins Creek Park.

Regarding park development, the planned construction of the Covington Community Park will provide needed recreation opportunities and improve the City's level of service. The redevelopment and renovation of Jenkins Creek Park as a second community park serving the City is also a noted priority. Although many Covington residents benefit from access to private, homeowner parks, the City should remain committed to developing additional neighborhood parks, especially for those residents not affiliated with private park amenities.

6.5.2 Sport Fields & Sport Courts

The City currently does not provide youth athletic programs, but it works in support of the various youth leagues and organizations with regard to field access and broad dialogue about long-term needs and facility planning. A significant deficit of sport fields

exists for local practice and game play, as well as for quality tournament play. To help address this need, the City should continue to facilitate discussions with area leagues and staff from Maple Valley and Black Diamond for the purposes of field planning and coordination, addressing geographic proximity of fields to the player base and for strategizing about long-term financing opportunities. In addition to the needs of the existing leagues, field demands exist for rugby, football and lacrosse which also should be considered.

Aside from field sport needs, a current deficiency and limited distribution of sport courts exist. School sites provide limited access to basketball courts, and no public tennis or volleyball courts exist within the City.

6.5.3 Trails

Currently many of the existing bicycle and pedestrian trails are limited in length, and few connect to the regional trail network, schools, parks or other key destinations. The pathway system is further hindered by physical barriers, such as SR-18, which bisects the City. The PROS Plan identifies the development of several trail segments and corridors in an effort to create a robust trail network that provides logical connections to key destinations and are convenient for the community to use. In support of an expanded trail network, the City should continue to pursue the purchase or dedication of access easements or greenspace corridors to facilitate linkages with existing trail segments.

6.5.4 Recreation Facilities & Programming

Community events, fitness programs and educational classes were ranked as the most desired programming options. While the City participates in Covington Days and other community events, such as the tree lighting and run/walk events, the City should consider incremental growth in recreation services to focus on programs not currently offered by local or regional providers, such as health and fitness education for youth and fall prevention programs for seniors. As the City considers offering more events, it should seek to share costs with private sponsors and develop a series of seasonal activities.

Past discussions regarding the development of a community recreation center were also reviewed in light of current community attitudes and potential operational challenges. One option includes the expansion of the Covington Aquatic Center. While this center can accommodate a second story for a fitness room, it would not

be large enough to accommodate extensive recreation programming or a teen center.

Recent discussions by city officials have expanded the concept of a recreation center to discuss the potential of a multi-jurisdictional facility to support residents of Covington, Maple Valley and Black Diamond. Such a facility would be jointly funded by the cities and/or require voter support from the wider area. Given the interest in recreation facility space for programming, it is recommended that an additional review of alternatives for providing recreation center “services” be performed, while addressing the initial financial considerations, understanding and modeling user demand and analyzing options for facility and program cost recovery.

6.5.5 Repair, Renovation & Safety Projects

A major theme from community planning process for the PROS Plan was that the maintenance and upkeep of public parklands is paramount to residents’ use and enjoyment of the facilities. Covington residents are keenly interested in the renovation of their parks and natural areas system. The desire for better and more consistent maintenance of parks and facilities, along with a variety of suggestions for specific site upgrades and enhancements suggests that the City’s park system must improve its facilities to establish the respect and patronage of its citizens. Several renovation projects are noted in the Capital Facilities Plan, with special attention toward improvements at Jenkins Creek Park.

6.5.6 Level of Service Assessment

A level of service (LOS) assessment was conducted as a means to understand the distribution of parkland acreage and trails by classification and for a broader measure of how well the City is serving its residents with access to these recreation amenities. Using the service standards discussed above, Table 6.3 illustrates the current and projected levels of service for parkland, natural areas and trails for Covington.

Table 6.3: Current & Projected Levels of Service by Park Classification

Facility Type	Service Standard	Existing Inventory	Current Surplus / (Deficit)	Projected Surplus / (Deficit) (2020) ¹
Parks:		<i>acres</i>	<i>acres</i>	<i>acres</i>
Community	5 acres / 1,000	39.7 ac.	(36.9) ac.	(49.7) ac.
Neighborhood & Pocket	3 acres / 1,000	52.0 ac.	(13.6) ac.	(21.3) ac.
Natural Areas & Greenspace	6 acres / 1,000	109.8 ac.	3.0 ac.	(12.3) ac.
Trails:		<i>miles</i>	<i>miles</i>	<i>miles</i>
Trails	0.75 miles / 1,000	4.7 mi.	(8.6) mi.	(10.6) mi.
Bikeways	0.75 miles / 1,000	7.1 mi.	(6.3) mi.	(8.2) mi.

¹ Assumes growth projection between current population of 17,785 and 2020 population of 20,335.

The current level of service for community parks is 2.9 acres per 1,000 residents, which includes the undeveloped properties of the Covington Community Park and Jenkins Creek. The current deficit of 37 acres is expected to grow to approximately 50 acres by 2020. A small current deficit exists for neighborhood parks, which is expected to grow to approximately 20 acres. The current level of service for natural areas is meeting the standard, but it is also expected turn to a deficit in the coming 10 years.

The current level of service indicates a deficiency of over 8 miles of pathways and over 6 miles of bikeways; however, the pathway system expansion projects listed in the Capital Facilities Plan will help ameliorate some of this projected deficit and create a dynamic network of on-street and off-street pathways linking major destinations throughout Covington.

6.6 Goals and Policies

The following section presents the goals and policy statements that have been developed through the community planning process for the PROS Plan. These statements have been derived by analyzing the strengths and weaknesses of the existing park system; input of Covington residents’ responses to the Parks Survey; review and feedback from the Parks and Recreation Commission; national and local recreation trends and issues; and from identifying opportunities for strategic progress during the next 5 to 10 years.

6.6.1 Community Engagement

PRG 1.0 Encourage meaningful public involvement in park and recreation planning and engage residents through department communications.

- PRP 1.1 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.*
- PRP 1.2 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.*
- PRP 1.3 Expand and update the city's web site to enhance citizen communication, expand access to information and improve public outreach and marketing.*
- PRP 1.4 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.*
- PRP 1.5 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.*
- PRP 1.6 Expand community-based volunteer and stewardship development and improvements opportunities, such as planting and restoration activities, in conformance to established City standards.*
- PRP 1.7 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.*

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 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 2.2 Emphasize service provision to children, teens, seniors, people with disabilities and other population groups with limited access to market-based recreation options.*
- PRP 2.3 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 2.4 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 2.5 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 2.6 Explore options with Maple Valley, Black Diamond and King County for the development of a joint community facility for recreation, fitness and leisure activities.*
- PRP 2.7 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.*

PRP 2.8 Study and create cost recovery guidelines for existing and planned recreation programs and services.

PRP 2.9 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.

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.

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.

PRP 3.2 Provide a combined service standard of 8 acres per 1,000 resident-equivalents of developed neighborhood and community parks.

PRP 3.3 Provide an overall parks and natural areas service standard of 14 acres per 1,000 resident-equivalents.

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.

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.

- 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.*
- 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.*
- 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.

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.

- 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.*
- 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.*
- 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.

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, hiking 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.

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.

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.*
- PRP 5.9 Address pedestrian safety and access across Kent-Kangley Road, SR-18 and the railroad tracks.*
- PRP 5.10 Provide trailhead accommodations, as appropriate, to include parking, wayfinding signage, restrooms and other amenities.*
- PRP 5.11 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.*
- PRP 5.12 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.*
- PRP 5.13 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.*

6.6.4 Concurrency

PRG 6.0 Ensure that new park and recreational services are provided concurrent with new development.

PRP 6.1 New development shall provide funds or parkland for concurrent park development and maintenance.

PRP 6.2 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.

PRP 6.3 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.

PRP 6.4 New commercial development shall be responsible for financing and providing downtown amenities such as parks, open spaces and public art.

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 Provide sufficient financial and staff resources to maintain the overall parks system to high standards.

- PRP 7.2 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 7.3 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.*
- PRP 7.4 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.*
- PRP 7.5 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 7.6 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 7.7 Standardize the use of graphics and signage to establish a consistent identity at all parks, trailheads and other facilities.*
- PRP 7.8 Standardize park furniture (trash cans, tables, benches, fencing, water fountains) to reduce inventory costs and improve appearance of, and maintenance consistency within, parks.*

- PRP 7.9 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 7.10 Encourage volunteer park improvement and maintenance projects from a variety of individuals, service clubs, scouting organizations, churches and businesses.*
- PRP 7.11 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 7.12 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 7.13 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).*

6.7 Implementation

The PROS Plan summarizes information found elsewhere in the Comprehensive Plan that is required as basic elements of a capital facilities plan under the GMA, including the inventory of existing facilities and a forecast of future needs. In addition, a table listing

proposed new facilities with estimated acquisition and development costs can be found in the PROS Plan CIP. Additionally, park and recreation facilities are included in the Capital Facilities Element of the Comprehensive Plan (Chapter 10).

The total amount of funding to support the documented community demand for parks and recreation services exceeds the City's current financial capacity. Since park projects and recreation services must compete for funds with many other vital City functions and services, the proposed park and trail capital improvement projects identified in the PROS Plan were prioritized according to high, medium and low priorities, in consideration of an analysis of the community's needs, population and geographic distribution, project opportunities and potential funding. The PROS Plan also addresses various sources of park and recreation funding that are available to the City of Covington. Some of these sources are limited to particular types of projects or programs, while others are more general and may be applied to most any park project.

A number of strategies exist to improve service delivery for the Covington Parks and Recreation Department; however, clear decisions must be made in an environment of competing interests and limited resources. A strong community will is necessary to bring many of the projects listed in the PROS Plan to fruition. Given the current operating and capital budgets for the Department, general fund and grants alone will be unable to support both land acquisition and development for the highest priority projects, and a future bond, levy and/or special assessment backed by the support of local voters may be necessary.

6.7.1 Capital Facilities Planning

The Capital Facilities Element summarizes information, provided in more detail in the PROS Plan, regarding the proposed park and trail facilities for Covington's 6-year capital improvement projects. Figure 6.3 illustrates the locations of the capital improvement plan projects identified in the PROS Plan.

Figure 6.3. Parks and Recreation Capital Improvements Plan Map

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7.0 ENVIRONMENTAL ELEMENT

7.1 Introduction

The aim of the Environmental Element is to identify, designate and protect the quality of the natural environment to improve the quality of life for Covington residents. In order to balance the need for development with the requirements for wildlife native to the area, the City must adopt land use and implement maintenance protocols consistent with this goal. Recent listing of Chinook salmon as “threatened” under the ESA will, in large part, direct the form of several efforts, through WRIA 9, watershed and other activities.

7.2 Purpose

The purpose of the Environmental Element of the Comprehensive Plan is to articulate the community’s commitment to the stewardship of natural resources, and to provide a basis of information upon which to write regulations to guide City decisions that affect the natural environment. The City of Covington recognizes that the natural environment is a complex system of inter-related components including air, water, soils, plants, and animals. All of these systems are affected by human activity. The value of this understanding is to ensure that the relationship between Covington residents and the natural environment is a mutually supportive one, balancing competing objectives to the maximum extent possible.

7.3 Planning Context

7.3.1 Growth Management Act

The State GMA contains the following goal:

to “... protect the environment and to enhance the state’s high quality of life, including air and water quality, and the availability of water.”

To implement this goal, the GMA contains specific requirements for the designation and protection of “critical areas,” defined by the GMA as wetlands, areas with recharging effect on aquifers used for potable water, fish and wildlife habitat conservation areas, frequently flooded areas, and geologically hazardous areas. The

GMA requires jurisdictions to identify critical areas and adopt regulations to protect those areas.

In 1995, the state Legislature updated the Act to require jurisdictions to review and, if needed, revise their critical areas policies and development regulations (RCW 36.70A.172).

Specific requirements of the 1995 update require jurisdictions to:

- Incorporate the Best Available Science when developing policies and regulations to protect the functions and values of critical areas; and
- Give special consideration to conservation or protection measures to preserve or enhance anadromous fisheries.

Rules found in WAC 365-195-900 through 925 provide guidance for jurisdictions in identifying and including Best Available Science in updating policies and demonstrating that “special consideration” has been given to anadromous fisheries (including salmon).

7.3.2 Near-Term Action Agenda for Salmon Habitat Conservation (WRIA 9)

In May 2002, the Green/Duwamish and Central Puget Sound Water Resource Inventory Area 9 (WRIA 9) Steering Committee produced a document titled Near-Term Action Agenda for Salmon Habitat Conservation (NTAA). The NTAA recommends projects, policies, and programs for WRIA 9 that have a high potential for benefiting salmon. Actions are focused on Chinook salmon and bull trout, which were listed as threatened under the federal ESA in 1999 (see separate discussion of the ESA in Section 7.3.3). Its recommendations are based on the scientific foundation of the WRIA 9 Habitat Limiting Factors and Reconnaissance Assessment Report, produced in December 2000.

The NTAA provides guidance for salmon habitat conservation in the WRIA 9 watershed and is intended to be used by local jurisdictions in setting resource protection priorities over the next 2 to 4 years. The City of Covington adopted the NTAA by reference in this Comprehensive Plan; therefore, the goals and policies set forth in the NTAA are considered a component of the Environmental Element. Furthermore, by adopting by reference this document, the City of Covington meets GMA requirements to identify and include Best Available Science in updating policies and demonstrating that “special consideration” has been given to anadromous fisheries.

7.3.3 Endangered Species Act (ESA)

The ESA was adopted in 1973 in an effort to protect rare species of plants and animals from the threat of extinction. In March of 1999, the NMFS declared the Puget Sound Chinook Salmon “threatened” under the authority of the ESA. This designation will require that private and government entities throughout the Puget Sound Region modify the way in which they conduct business to promote survival and recovery of Chinook salmon. The City of Covington lies within the Duwamish River Basin in WRIA 9. Big Soos Creek and Covington Creek, which flow through the City, provide habitat for Chinook and coho salmon. Jenkins Creek provides habitat for coho salmon. These waters also provide habitat for chum salmon, steelhead and cutthroat trout. Streams within the City of Covington that do not directly provide spawning or rearing habitat for Chinook, do provide instream flows for the larger streams. Therefore, it is important for the City to protect water quality and flows in these streams, as well.

Three recommended approaches for compliance with the ESA are listed below:

1. For actions that involve funding, permitting or approval by a federal agency, Section 7 of the ESA requires intergovernmental consultation with the agency responsible for recovery of a listed species; in the case of Chinook salmon, the NMFS. These consultations generally lead to the development of a “biological opinion” discussing the Agency’s concerns in regard to potential impacts to listed species and any mitigation measures required to minimize these impacts. They can also lead to denial of a project, if unavoidable impacts to listed species would be too severe.
2. Private or government entities concerned about their liability for “take” of listed species under Section 9 of the ESA can develop Habitat Conservation Plans (HCP’s), which describe in detail the steps the entity will take during the course of its day to day operations to minimize “incidental take” of listed species. Habitat Conservation Plans are developed in cooperation with the federal agency responsible for protection of the listed species. Once a Habitat Conservation Plan is approved by the federal services, an “Incidental Take Permit” is issued. These permits allow a specified amount of “take” of a listed species under specific circumstances. They contain detailed requirements for reporting of take on a regular basis. The City of Covington’s small size and relatively recent incorporation would probably preclude development of a Habitat Conservation Plan at this time. The City may, however

wish to incorporate certain aspects of HCPs produced by neighboring governmental entities and corporations in development of regulations designed to comply with Section 4(d) of the ESA.

3. Under Section 4(d) of the ESA, the listing agency is required to propose and publish rules that will aid private citizens, corporations and local governments in development of protocols for the execution of their usual and accustomed activities while promoting preservation and recovery of the listed species. In the case of the City of Covington, these protocols would be developed for land-use decisions, maintenance of roads, water, sewer and drainage facilities, and protection of the stream corridors on Big Soos, Covington and Jenkins Creeks.

King County is a member of a Tri-County Group (with Snohomish and Pierce Counties), that is working with NMFS on the 4(d) rule for Chinook salmon. A proposed 4(d) rule was published by NMFS in the Federal Register in early January. The final rule should be promulgated by the end of June 2000.

King County is investigating a wide range of land-use and management options for compliance with the 4(d) Rules. The City of Covington will elect to maintain and fund programs for which it presently is responsible. Responsibility and funding for activities that will affect the entire watershed would be pooled with neighboring jurisdictions, and the City will contribute information and resources as necessary. Regional planning and conservation principals will be developed on the Tri County level. Participation in WRIA 9 planning will be a pooled responsibility with contributions from the City. King County, or another watershed-wide entity, should be responsible for preparation and submission of complete WRIA plans to NMFS.

7.4 Critical Areas Inventory

This section is divided into the following categories for purposes of discussion and mapping: the natural water system (watersheds, sub-basins, lakes and wetlands, streams and floodplains, and aquifer recharge areas); soils and topography (including geologic hazard areas); and plants and animals (including wildlife habitat).

The critical areas located in the City of Covington include streams and wetlands, erosion hazard areas, and aquifer recharge areas which underlay most of the City. Flood plains, landslide areas, erosion and seismic hazard areas are generally associated with Big Soos Creek and Little Soos Creek. According to the Tahoma Raven Heights and Soos Creek Communities Plan, sensitive areas

that are of significant concern in the Covington area and surrounding communities are stream corridors, flood hazard areas, aquifer recharge areas, and wildlife habitats.

7.4.1 Natural Water System

The natural water system in Covington, as shown in Figure 7.1, exists primarily within the Green River watershed. Watersheds are comprised of sub-basins, wetlands, lakes, and a dynamic exchange between the surface and ground water flows. Covington is located within the sub-basins associated with Soos Creek and Jenkins Creek. The primary sources of water for Covington's lakes and wetlands is direct precipitation, surface water runoff, flows from rivers and streams, and subsurface flows of groundwater. The water leaves wetlands and lakes primarily through direct evaporation, surface outflows, and seepage into groundwater.

Protection of the water system is important for many reasons, including protection of drinking water, as well as flood control and habitat protection. The source of Covington's drinking water has historically been groundwater. The benefits of watershed protection are discussed below.

Watersheds

Covington rests in the 25 square mile combined Soos Creek and Jenkins Creek Basins. The larger eastern half of the City of Covington, including a majority of the proposed downtown area is located in the Jenkins Creek Basin. It drains in a southwesterly direction into tributaries of Big Soos Creek, which originates in the northeast corner of the glacially molded upland known as the Covington Drift Plain, then joins the Green River east of Auburn. The west portion of the City north of SR 18 is mostly located within the Soos Creek Basin.

Lakes and Wetlands

Covington's lakes and wetlands and associated riparian areas, shown in Figure 7.2, perform valuable functions within Covington's ecosystem. They receive surface water from the surrounding area and filter pollutants entering the system by a combination of physical, chemical and biological processes. They also provide drainage, flood storage, and wildlife habitat. The historic practice of clearing of vegetation in wetlands, or grading, filling, draining, and other land development activities, has, in some cases, destroyed the wetlands and streams, or in other cases decreased their ability to provide these important functions.

Pursuant to Section 404 of the federal Clean Water Act, the U.S. Army Corps of Engineers defines wetlands as follows:

“those areas that are inundated or saturated by ground or surface water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Where the vegetation has been removed or substantially altered, a wetland shall be determined by the presence or evidence of hydric or organic soil, or by documentation, such as aerial photographs, of the previous existence of wetland vegetation.”

Wetlands in Covington were mapped as part of the King County Wetlands inventory, and can be found in the King County Sensitive Areas Map Folio. This inventory focused on the larger wetlands of the County. In 2002, an inventory of wetland and stream resources within the City limits was completed. Thirty-two wetland areas were identified.

Most wetlands in Covington are generally associated with major streams and tributaries, and Pipe Lake. The larger wetland areas occur along Big Soos Creek on the west side of the City, along Jenkins Creek adjacent to Wax Road just south of Kent-Kangley, and along the upper portions of Jenkins Creek in the north part of the City. Pipe Lake is 52-acre lake with a shoreline wetland and is the only lake located within the current City limits. A portion of Pipe Lake is located in the City of Covington, with the balance located in the City of Maple Valley. The lake has a mean depth of 27 feet and a maximum depth of 65 feet. It does have one small easement for public access, and is currently not managed for any particular species, except for hydrilla control program.

Streams

Streams in Covington, as shown in Figure 7.2, are regulated by the CDC, Chapter 21A.24, Environmentally Sensitive Areas. This chapter defines and classifies streams and sets forth buffer widths and development standards for streams as follows:

- Class 1 streams are those inventoried as “Shorelines of the State” under King County’s Shorelines Management Master Program. They usually require a 100-foot buffer of vegetation as measured from the ordinary high water mark.
- Class 2 streams are those smaller than Class 1 streams that flow year-round during years of normal rainfall or those

Figure 7.1

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Figure 7.2

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that are used by salmonids. Class 2 streams with salmonids usually require a 100-foot buffer of vegetation as measured from the ordinary high water mark. Class 2 streams without salmonids usually require a 50-foot buffer.

- Class 3 streams are those that are intermittent or ephemeral during years of normal rainfall and are not used by salmonids. Class 3 streams usually require a 25-foot buffer of vegetation as measured from the ordinary high water mark.
- Unclassified streams are those for which a water course has been identified but for which the defining characteristics of a Class 1, 2 or 3 stream have not been determined. Further study is necessary to classify these streams.

The Green River is a Class 1 stream located several miles south of Covington, connected to many of Covington's streams through Jenkins Creek and the Soos Creeks. The Green River has some of the best water quality in all of Puget Sound. The streams in Covington that feed into the Green River are listed and described below.

Jenkins Creek: portions are classified as a state shoreline and thus meet the criteria for Class 1 streams; the remaining segments meet the criteria for Class 2 streams due to their perennial nature and presence of salmonids. Portions of Jenkins Creek were "daylighted" through the King County Surface Water Management Program.

Big Soos Creek: portions south of SR 18 to the Green River are classified as a state shoreline and thus meet the criteria for Class 1 streams; the remaining segments meet the criteria for Class 2 streams due to their perennial nature and presence of salmonids. A portion of this creek was also "daylighted" by King County.

Little Soos Creek: is classified as a Class 2 stream with salmonids north of SR 18.

Most of the streams in the Soos Creek and Jenkins Creek sub-basins have relatively good water quality. Only localized water quality degradation has been observed, such as high fecal coliform levels in some small creeks, and concentrated nutrient levels in Pipe Lake. However, as one of the fastest developing areas in the Green River Basin, Covington is beginning to see the surface water effects of development. These effects are mainly in the form of increased stormwater runoff, but also include flooding, erosion, sedimentation, destruction of fish habitat and water quality degradation. These problems are caused by many types of development action, (e.g., filling or siting development in

wetlands, stream channelizations, loss of forested stream corridors, fish passage barriers, dewatering, and high flows and sediment movement). The long term effects of surface water problems include rising pollutant levels that can pollute domestic water supply wells (especially in areas with coarse gravelly soils). Under these conditions, the use of streams for water supply, fish habitat and recreation becomes less possible in the future.

Flood Plains

As shown in Figure 7.3, the 100-year flood plains in the City as mapped by the Federal Emergency Management Agency (FEMA) occur along Big Soos Creek, Little Soos Creek, and the southern reaches of Jenkins Creek. During significant storm events, the creeks can overflow their banks and spread out into adjacent lands. Water overflows the streams' banks and enters wetland soils which act like groundwater reservoirs, storing surplus water as groundwater during wet periods and discharging this stored water into streams later to augment base stream flows.

Aquifer Recharge Areas

Aquifer recharge areas, shown in Figure 7.4, are surface portions of the land that have high soil permeability and permit the percolation of rainwater into subsurface saturated zones, or aquifers. The aquifer recharge areas that are of concern are those "areas highly susceptible to groundwater contamination," as mapped by King County. The aquifers affected by these recharge areas are one of the sources of drinking water in Covington and surrounding communities. In the last decade, development in the Cedar River Basin, for example, is estimated to have reduced groundwater recharge by 5 to 10 percent. It is likely that a similar condition exists in the drainage basins within and around the City.

The aquifer recharge areas in Covington cover basically the entire City. These areas are characterized by highly pervious glacial soils which drain rapidly into the underlying water-bearing soil layers. The recharge areas are classified as either High Recharge or Medium Recharge areas. The High Recharge areas cover the majority of the City's area. The Medium Recharge areas occur around SE 256th Street in the west portion of the City and adjacent to Pipe Lake on the east. Care must be taken to ensure future site development mitigates the potential for pollutant infiltration into the underlying aquifer.

The major concern with recharge areas is maintaining the appropriate density and type or intensity of development that would not threaten groundwater (e.g., generators of hazardous waste, etc.). For example, the Covington Water District has a well

Figure 7.3

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Figure 7.4

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head located adjacent to the regional electrical substation near the intersection of Covington Way SE and SE Wax Road. The entire area of downtown and the adjacent industrial lands in the south end of the City all occur above an area of High Recharge.

7.4.2 Soils and Topography

Soils and topography are important source of information for determining the degree to which an area is susceptible to geologic hazards. Geologic hazards include erosion hazard areas, landslide hazard areas, and seismic hazard areas. Steep slopes coupled with certain soils and drainage characteristics indicate potential areas of landslides and other geologic instability.

Soils

The geology of the area is largely the result of prehistoric glacial activity and subsequent lee retreats. The United States Department of Agriculture and the Soil Survey of King County, mapped and analyzed the soils in the area. The most common soil type in the area is known as the Alderwood series, which includes moderately well drained gravely sandy loams that are 24 to 40 inches deep over consolidated glacial till. The next most common type, is the Everett series. Everett soils are gravely and are underlain by sand and gravel. In certain areas, principally basins and lowlands, organic materials, including peat, can occur in depths up to ten feet.

Geologic Hazard Areas

The City of Covington has gently rolling terrain, with a few areas prone to erosion located in the west portion of the City. Most of the geologic hazard areas are located along Big Soos Creek. Topographic features are shown in Figure 7.5.

Landslide Hazard Areas. Landslide hazard areas within the City of Covington are shown in Figure 7.6. Landslide hazard areas are generally those areas subject to a severe risk of landslide, due to a combination of factors, including:

1. Any area with a combination of:
 - a. slopes 15 percent or greater
 - b. impermeable subsurface material (typically silt and clay), frequently interbedded with granular soils (predominantly sand and gravel)
 - c. presence of springs or seeping groundwater during the wet season.

2. Steep slopes of 40 percent or greater.
3. Any areas located on a landslide feature that has shown movement during the past 10,000 years or which is underlain by mass wastage debris.

Landslide hazard areas in Covington roughly correspond to the erosion hazard areas discussed above.

Erosion Hazard Areas. Erosion hazard areas within the City of Covington are shown in Figure 7.7. Erosion hazard areas are those areas containing soils which have historically led to a severe, or very severe, erosion hazard. Erosion Hazard Areas are found in the northwest corner of the City and are associated with some extreme topography along Big Soos Creek. It is recommended that development in these areas be either clustered, at low density, or avoided.

Seismic Hazard Areas. Seismic hazard areas within the City of Covington are shown in Figure 7.8. Seismic hazard areas are those areas subject to severe risk of earthquake damage as a result of seismically induced settlement or soil liquefaction. These conditions occur in areas underlain by “cohesionless” soils of low density, usually in association with a shallow groundwater table.

The seismic hazard areas in Covington run along the entire length of Big Soos Creek as it passes through the City.

7.4.3 Plants and Animals

Plant Life

Natural vegetation in Covington consists of primarily second and third-growth vine maple, Douglas fir, western hemlock and western red cedar, as well as many plant species associated with these lowland coniferous forests. Meadows and wetland plant species are also fairly common.

Fish and Wildlife

Covington has a wide variety of fish in its waters. The Green River, and many of its tributaries, contain salmon that have just recently been listed as endangered. Most common small fur animals can found in Covington, including opossum, skunk, cottontail rabbit and pheasant. Along the waterways, beaver, river otter, raccoon, and muskrat are not uncommon.

Figure 7.5

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Figure 7.6

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Figure 7.7

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Figure 7.8

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7.4.4 Potentially Constrained Lands

There is a significant amount of land within Covington's UGA that is potentially unsuitable for future development. It is important to understand how potential development constraints may impact future growth and development patterns. This Comprehensive Plan defines Potentially Constrained Lands as the geographic union of floodplains, wetlands and associated buffers, stream buffers, landslide hazard areas, seismic hazard areas, erosion hazard areas, power line easements, and gas line easements. Potentially Constrained Lands within the City of Covington are shown in Figure 7.9. Approximately 800 acres (or 21 percent) of Covington's UGA are potentially constrained. Potentially Constrained Lands are only intended for a generalized analysis of impediments to future development, and are not intended to be a mapped area where development may not occur.

7.4.5 Opportunities

King County offers surface water management advice, training, technical assistance and grant sponsorship to help communities monitor and manage lakes in King County. For example, surface water runoff and pollution can be maintained by establishing buffers of filtering native plants around lakes' shorelines and along banks of inflowing streams. Plants also prevent shoreline erosion, and improve fish and wildlife habitat. Developing adequate land clearing, grading, buffering and sensitive areas regulations which protect these resources will be a key challenge to the Comprehensive Plan.

7.5 Goals and Policies

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.

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.

- 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.*
- 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.*
- EVP 1.4 Support waste reduction and recycling programs in City facilities and in the city at large.*
- EVP 1.5 Ensure that decisions regarding fundamental site design are made prior to the initiation of land surface modifications.*
- 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.*
- 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.*
- 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.*

Figure 7.9

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- 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.*
- EVP 1.10 To the extent possible or feasible, require that developers and property owners provide to the City accurate and valid environmental information.*
- 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.*
- 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.*
- 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.*
- EVP 1.14 Assign zoning designations which will protect natural resources and environmentally sensitive areas to any additional land annexed to the City.*
- EVP 1.15 Maintain current versions of critical areas maps and potentially constrained lands maps.*
- EVP 1.16 Develop appropriate regulations to protect those productive agricultural uses which the City Council has designated as having long-term commercial significance for agricultural production.*

EVP 1.17 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.

7.5.2 General Water Resources Protection

EVG 2.0 Insure that land-use development policies protect the City's water quality.

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.

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.

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.

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.

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.

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.

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.

EVP 2.8 Protect aquifers by ensuring that development is adequately mitigated with regard to pollutant infiltration.

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.

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.

7.5.3 Groundwater

EVG 3.0 Protect the quality and quantity of groundwater used for public water supplies in cooperative efforts with the City of Kent, Soos Creek Water and Sewer District, Covington Water District and King County Water District #111.

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.

EVP 3.2 Ensure that uses, densities, and development patterns support the goals and policies of the Green-Duwamish Watershed Nonpoint Action Plan.

EVP 3.3 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.

EVP 3.4 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.

EVP 3.5 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.

- EVP 3.6 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 3.7 Protect regional groundwater quality by requiring stormwater treatment facilities to meet or exceed Department of Ecology and King County Surface Water Design Manual standards.*
- EVP 3.8 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.*

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
- EVP 4.1 Maintain major and minor streams in their natural state. Rehabilitate degraded channels and banks via public programs and in conjunction with proposed new development.*
- EVP 4.2 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.*

- EVP 4.3 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.*
- EVP 4.4 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.*
- EVP 4.5 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.*
- EVP 4.6 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.*

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.

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.

- 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.*
- 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.*

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.

- 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.*
- 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.*
- EVP 6.3 Coordinate wetland protection and enhancement plans and actions with adjacent jurisdictions and the Muckleshoot Indian Tribe when jurisdictional boundaries are involved*
- 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.

- 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.*
- 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.*
- EVP 6.7 Allow alterations to wetlands where necessary to:*
- 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;*
 - 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*
 - 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.*
- 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.*
- EVP 6.9 Protect areas of native vegetation that connect wetland systems, preferably through*

incentives and appropriate non-regulatory mechanisms.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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:

- a. Preserve water quality, and protect or enhance the hydraulic and habitat functions of the natural drainage system;*
- b. Control peak runoff rate and quantity of discharges from new development to approximate predevelopment levels; and*
- 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.

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.

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.

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.

EVP 9.2 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.

EVP 9.3 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 9.4 Utilize regulations, incentives and non-regulatory means to preserve, replace, or enhance native vegetation that contributes to the City's scenic beauty.

EVP 9.5 Encourage the incorporation of native plant communities into development proposals where possible.

EVP 9.6 Actively encourage the use of environmentally safe methods of vegetation control. Herbicide use shall be minimized.

EVP 9.7 Encourage the use of native plants in landscaping requirements and erosion control projects, and in the restoration of stream banks, lakes, shorelines, and wetlands.

EVP 9.8 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.

EVP 9.9 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.

7.5.10 Fish and Wildlife Habitat

EVG 10.0 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.

EVP 10.1 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.

EVP 10.2 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.

- EVP 10.3 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.*
- EVP 10.4 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.*
- EVP 10.5 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.*
- EVP 10.6 Coordinate with adjacent jurisdictions, the state and federal governments, and tribes to identify and protect habitat networks that cross jurisdictional lines.*
- EVP 10.7 Promote voluntary wildlife habitat enhancement projects by private individuals*

and businesses through educational and incentive programs.

7.5.11 Geologic Hazard Areas

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.

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.

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.

EVP 11.3 Incorporate erosion control BMPs and other development controls as necessary to reduce sediment discharge from grading and construction activities to minimal levels. Development controls shall include seasonal restrictions on clearing and grading.

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.

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.

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.

7.5.12 Air Quality

EVG 12.0 Insure that the City's land-use development policies protect the City's air quality.

EVP 12.1 Support regional efforts to improve outdoor and indoor air quality.

EVP 12.2 Reduce air pollution associated with land uses by:

- a. Requiring measures to minimize particulate emissions associated with land clearing and construction activities;*
- b. Limiting the amount of aerial spraying;*
- c. Promoting the use of clean-burning fuels;*
- d. Encouraging the proper use of wood stoves and fireplaces; and*
- e. Promoting land-use patterns and public facility sitings that reduce the quantity and length of single-occupancy vehicle trips.*

12.0 ECONOMIC DEVELOPMENT ELEMENT

12.1 Introduction & Planning Context

For Covington, this Economic Development Element is being added as a new element of the Covington Comprehensive Plan. This element is consistent with pertinent statewide growth management planning, the Covington City Council’s Vision Statement for the community, and more recent economic development initiatives of the City Council and Covington Economic Development Council (CEDC).

12.1.1 Statewide Growth Management Planning Context

At the time the Washington State Legislature adopted the Growth Management Act (GMA) in 1990, economic development was an optional rather than a mandatory element for local jurisdiction planning. To date, the City of Covington Comprehensive Plan has not included an economic development element.

In 2002, the Legislature recognized the need to more “strategically position our state and local communities to compete successfully in a changing economy” by making economic development a required element of local Comprehensive Plans. As stated by RCW 36.70A.070 (as amended):

An economic development element establishing local goals, policies, objectives and provisions for economic growth and vitality and a high quality of life. The element shall include: (a) A summary of the local economy such as population, employment, payroll, sectors, businesses, sales, and other information as appropriate; (b) a summary of the strengths and weaknesses of the local economy defined as the commercial and industrial sectors and supporting factors such as land use, transportation, utilities, education, work force, housing and natural/cultural resources; and (c) an identification of policies, programs, and projects to foster economic growth and development and to address future needs.

12.1.2 City of Covington Vision Planning

The City's Vision Statement provides that:

The City of Covington is a place where community, businesses and civic leaders are partners in building a city that is family-oriented, safe and pedestrian-friendly. A community that proudly invests in enhancing our small town character and natural environment, and provides diverse recreational opportunities, as well as remaining financially responsible.

The Covington City Council has further identified five elements essential to achieving this vision – centered on themes of downtown, residential, environment, design standards, parks and open space.

12.1.3 Economic Development as a Public-Private Priority

As part of its 2008 City Council Objectives (adopted February 12, 2008), the role of economic development has been further articulated to:

Continue economic development activities in Downtown Covington and other commercial/industrial neighborhoods through the partnership with the Chamber of Commerce and the Covington Economic Development Council. Complete the economic development policy document, create a work plan to implement the Downtown Plan and economic development policy document, and review efforts with the City Council.

Subsequent to this policy direction, the Covington Economic Development Council has adopted (on February 28, 2008) economic development goals, objectives and strategies. The overall intent of this CEDC document is articulated by the first goal, namely to *“ensure that the City of Covington is a safe and attractive place to work, live, recreate, shop and visit.”*

12.1.4 Economic Development Planning Process

This Economic Development Element has been prepared as part of a planning process conducted in 2008 involving:

- Joint participation of City Council and Planning Commission in partnership with the Covington Economic Development Council (CEDC) and private organizations such as the Covington Chamber of Commerce.
- Community outreach which included stakeholder interviews, a community survey and community open house event.

- Preparation of an economic profile to serve as a baseline understanding of recent trends and current conditions affecting business and economic development prospects for the community.
- Summary assessment of economic development strengths, weaknesses, opportunities and threats (or SWOT).

12.2 Economic Profile

Topics covered by this economic profile include population and demographic trends, economic trends, City of Covington financial indicators, potential future annexations and development trends and capacity.

12.2.1 Population & Demographic Trends

Covington's economic profile contains information on the following geographies:

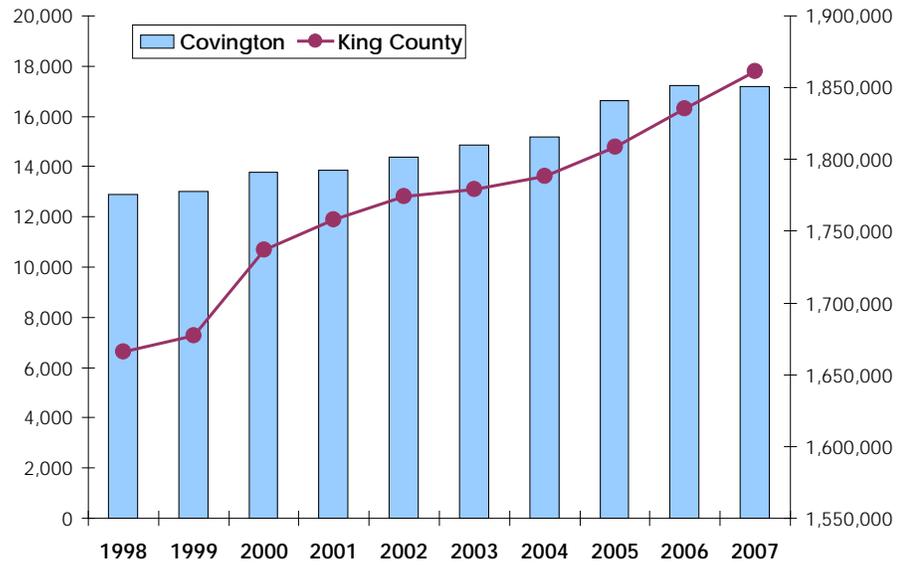
- City of Covington (and with some information also provided, as available, for the UGA)
- A retail trade area (extending beyond Covington to encompass the 98042 zip code of the city and three adjacent zip codes of 98038, 98010 and 98051)
- South King County (consistent with the geography used previously by the *South King County Economic Engine* analyses)
- King County
- State of Washington (as a broader point of comparison)

Population

As of 2007, Covington had an estimated 17,190 residents – representing just under 1% of King County's population of approximately 1.86 million. King County accounts for 29% of the entire state population of nearly 6.5 million, and represents a much smaller (3.2%) portion of Washington's geographic land area.

Of the sixteen cities in a South King County region of 463,200 residents, Covington ranks 10th in size of population. However, since 2000, Covington has also been experiencing more population growth that is 2 ½ times as rapid as the south county region as a whole. Between 2000 and 2007, population city-wide increased at rates averaging 3.2% per year – much more rapidly than annual rates of growth experienced within South County, King County and across the state – all of which have ranged from 1.0% to 1.4% per year.

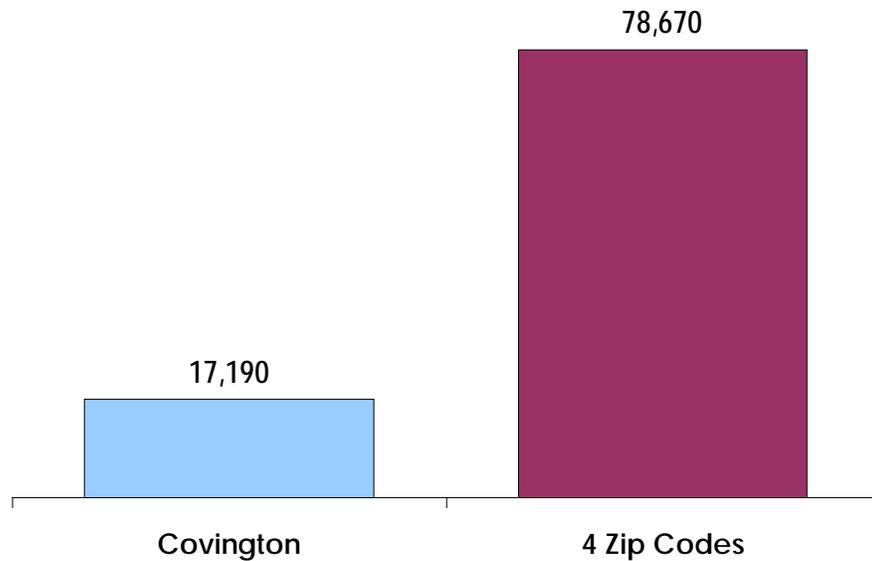
Figure 12.1: Covington & King County Population (1998-2007)



Source: Washington Office of Financial Management.

As of 2007, the population within the 4 zip codes of 98042 (Covington), 98038 (Maple Valley), 98010 (Black Diamond) and 98051 (Ravensdale) totals nearly 78,700 residents. Taken together, these four zip codes serve as one potential measure of a retail trade area served by Covington businesses. For some businesses, the trade area from which customers are drawn may be substantially larger – reaching into Kent and Auburn or over the hill to the I-90 corridor.

Figure 12.2: Covington & 4-Zip Code Area Population



Source: Washington Office of Financial Management and ESRI.

According to the city's adopted *Comprehensive Plan*, a long-term anticipated growth rate of 1.4% is estimated between 2003 and 2023. With this rate of growth, the City of Covington would have just under 19,500 residents by 2023. However, with population growth in the city occurring at rates more than double the forecast, the city could reach this population growth target by as early as 2011 – unless growth rates recently experience are substantially abated in the years ahead for reasons such as changed economic, housing and/or transportation conditions.

Race/Ethnicity

Covington is less diverse in terms of race and ethnicity than all of King County and the state. The city is also diversifying more slowly than the rest of the South County cities.

Education

Overall, the most recent available data (as of the 2000 Census) indicates that Covington residents (age 25 and over) are relatively well-educated when compared with their counterparts in South King County and the entire state – though not as highly educated when compared to King County as a whole.

Households

Compared with the rest of King County, Covington has a high proportion of family households with children and has large-lot housing at relatively affordable prices. According to the 2000 Census, Covington had nearly 4,400 households, with an average size of 3.13 residents per household. This is significantly above the comparable South County area average of 2.52 residents per household, and also above the King County average of 2.37 and statewide average household size of 2.53 residents per household.

For 2007, average household size in Covington decreased slightly to an estimated 3.10 persons per household, and is projected to remain at about this level through 2012. Nationally, the expectation until recently has been one of declining household size due to aging baby boomers. However, this has been offset in some communities by household characteristics of in-migrants and higher housing costs – pushing household size back up. Similar trends of little or no change in household size are currently predicted for South County, King County, and Washington State.

Age of Population

Covington is similar to other South County cities, King County and the entire state in the proportion of population age 16-64, but quite different for younger and older age categories. Covington has higher proportions of

children age 0-15. Conversely, the population in the city is underrepresented by those 65 and above.

12.2.2 Economic Trends

Economic indicators of importance to Covington and the region include employment, number of firms and average payroll – by major economic sector. Economic trends reviewed also include an assessment of household incomes, work trip commuting patterns within the region, and retail sales.

Major Employers

Information compiled by the City of Covington indicates the single largest employer in the community is the Kent School District, with nearly 800 employees. Wal-Mart and Multicare Health Systems are the next largest, each employing approximately 300 workers. The remaining top 5 employers city-wide are Fred Meyer (250) and Costco (200).

Table 12.1: Major Employers in Covington

Employer	Service/Product	# of Employees
Kent School District	Education K-12	784
Wal-Mart Stores, Inc.	Retail Variety	300
Multicare Health Systems	Health Care	300
Fred Meyer	Retail Variety	250
Costco	Retail Warehouse	200
Home Depot	Retail	125
Kohl's	Retail	125
Safeway	Retail Grocery	90
City of Covington	Municipal	51
QFC	Retail Grocery	50
Valley Medical	Health Care	37
Petco	Retail	33

Source: City of Covington 2008 Budget.

Currently, Covington's major employers are related to retail, health services or public agency functions.

Composition of Job Base

As of 2006, the Covington area had a total of more than 430 firms, with just under 4,720 jobs. Of the major sectors in Covington, *services* represent the largest with nearly 1,840 workers (or 39% of the trade area job base). With 1,430 workers, *retail trade* is the second largest employment sector in the Covington area, followed by *construction* (with 610 jobs) and then manufacturing (180 jobs).

The Covington area has only an estimated 0.41 jobs per working age person. This is well below the South County region average of 1.22 jobs per working age person. Comparable figures for King County and the state

of Washington are 0.97 and 0.77 jobs per working age persons, respectively. As a result of a low jobs ratio, the Covington area experiences considerable out-commuting as local residents drive elsewhere to work.

Average Pay (or Wage)

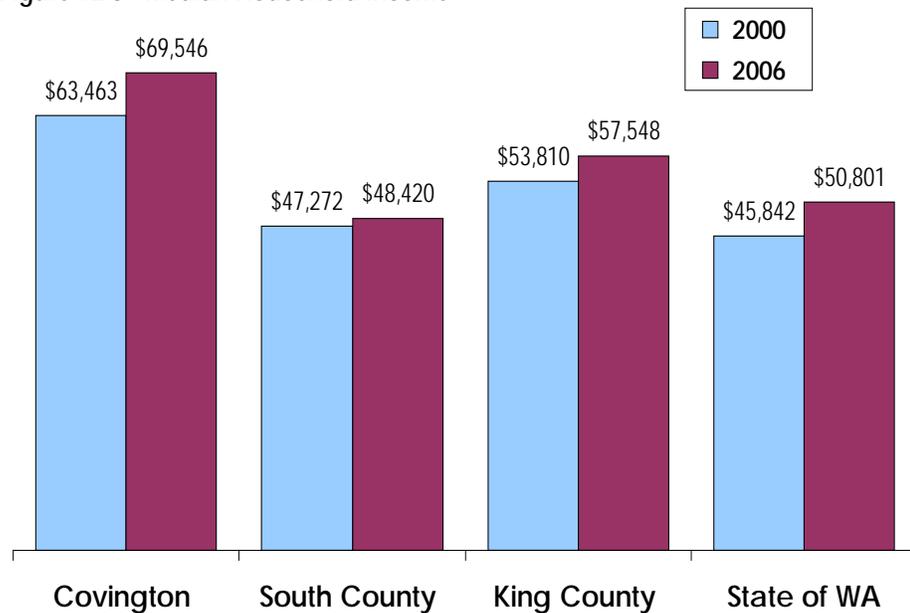
Average annual wage for all employees in King County covered by unemployment insurance is estimated at just under \$53,500 as of 2006. For the 98042 zip code encompassing Covington, the comparable wage was \$29,300. This is approximately 55% of King County’s average wage (and 68% of the statewide average covered wage of \$42,900).

Average wage paid to those who have jobs located in Covington is relatively low due to what appears to be the over-concentration of retail and service employment with limited higher paid industrial park (including technology business) activity.

Household Incomes

As of 2006, median household income was estimated at \$69,500 for Covington. This figure is 21% above the King County median of \$57,500.

Figure 12.3: Median Household Income



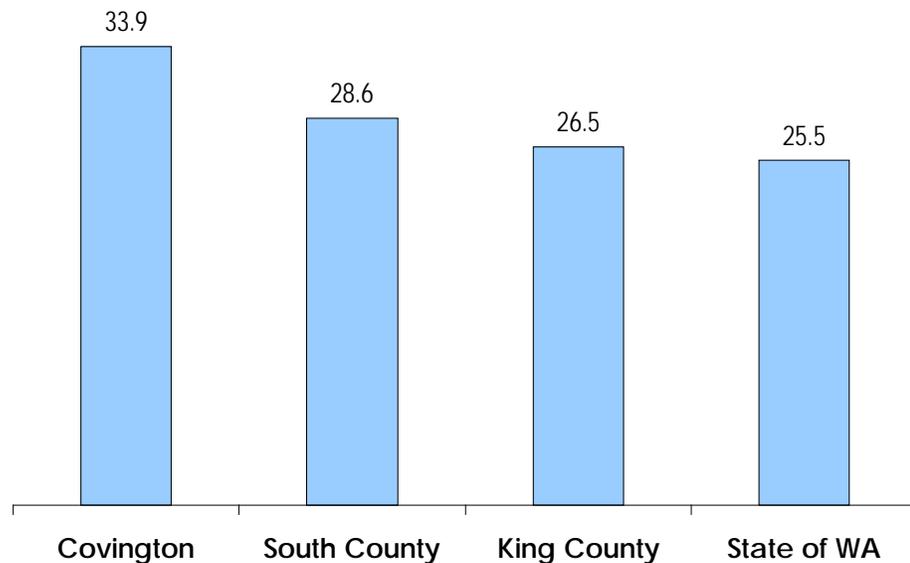
Source: Hebert Research, Inc., 2006 South King County Economic Engine.

The Covington income premium is even more pronounced when compared with the South County geography (44% above) and the entire state (37% above). Relatively high incomes of Covington households can be attributed to the high proportion of residents who commute out of the local community for employment.

Work Commutes

For the vast majority of the 97% of employees who commute to work, length of commute is *substantially above* counterparts county or statewide. Average travel time to work for employed Covington residents is 33.9 minutes. This is 28% above the countywide average travel time of 26.5 minutes and 33% above the statewide average of 25.5 minutes. South County workers also have longer average commutes (at 28.6 minutes) than county or statewide, though still not as long as for those who commute from Covington.

Figure 12.4: Average Travel Time to Work (minutes)



Source: U.S. Census, 2000.

Retail Sales & Leakage

Retail *demand* relates to the volume of retail purchases made by local residents, whether made in the local trade area or elsewhere. *Supply* is defined as the volume of retail sales activity actually experienced by local businesses.

In conditions where demand outstrips supply, *retail sales leakage* occurs as local residents travel outside the immediate trade area to shop. In some communities, the volume of sales will outstrip locally generated demand, meaning that retailers are drawing from well beyond the local trade area.

For the analysis prepared with this economic development element, retail sales and leakage information has been provided for a trade area described as encompassing a four zip code region of 98042 (Covington), 98038

(Maple Valley), 98010 (Black Diamond) and 98051 (Ravensdale). This is the geographic area from which customers may be most often drawn for comparison shopping (including department and discount store activities).

Total *spending potential* for the 78,700 residents in these 4 zip codes is estimated to exceed \$1.08 billion annually. The volume of *retail sales actually occurring* from retail establishments located in the trade area approximates \$463 million. Resulting *sales leakage* is in the range of \$620+ million, equating to approximately 57% of locally generated consumer spending potential.

This retail sales leakage occurs as residents travel elsewhere to shop – and is noted across all retail categories except nonstore retailers. For the trade area encompassing Covington and nearby communities, sales leakage exceeds 50% of local consumer spending potential for motor vehicles, furniture and home furnishings, electronics and appliances, building materials and garden supplies, and apparel.

Retail Space Supported

Sales leakage data can be translated into estimates of potential commercial space square footage demand. The estimates provided with this Economic Development Element represent *maximum locally generated potentials* assuming up to 100% sales leakage recapture. Also quantified are future retail potentials associated with population growth. This growth is projected for the zip code trade area over a five year time horizon through 2012, with a projected estimated population of 85,800 residents (up by 7,100 residents compared to 2007).

If 100% of *existing* resident-generated spending potential were to be accommodated within this 4-zip code trade area, up to nearly 1.3 million square feet of retail space could be supported, whether in Covington or elsewhere in the trade area. Apparel appears to be the retail category that could support the greatest increase in building space, followed by general merchandise (including department and/or discount stores), then grocery.

Up to an additional 225,000 square feet of retail space may be supported with *population growth* anticipated to 2012 – for total current plus future growth space potential of up to 1.6 million square feet. The strongest categories of potential future (5-year) added space demand in the 4-zip code trade area appear to be with grocery and restaurant activity.

Whether and to what degree Covington captures the retail potentials identified will be influenced by factors including availability of retail sites centrally situated to serve trade area demographics, trade area population large enough to achieve critical mass for large format and other national

retailers, extent of future retail development elsewhere as in Maple Valley and Black Diamond, and supportive public policy.

12.2.3 City of Covington Financial Indicators

Financial indicators considered with this overview are tax rates, budgeted city revenues and expenditure, level of service relative to other cities, and available debt capacity.

Tax Rates

The City of Covington receives taxes on property, retail sales, utilities, and the sale of real estate.

- The total *sales tax rate* for sales made in the City of Covington is 8.5%, and is distributed to the following agencies:

State of Washington	6.50%
City of Covington	0.85%
King County/METRO	0.60%
Traffic & Traffic Congestion	0.30%
King County	0.15%
King County Criminal Justice Levy	0.10%

Sales tax receipts represent the single largest source of revenue to the city. Revenues are divided between the General Fund (75%), Parks Fund (20%) and Cumulative Reserve Fund (5%).

- The 2008 *property tax levy rate* is \$1.04814 per \$1,000 of assessed value. Property tax receipts are collected in the city's General Fund as the second most important source of revenue to the city.
- In November 2007, Covington's City Council adopted a *utility tax* of 5.5%. This tax is imposed on utilities including electricity, natural gas, telephones, cellular telephones, cable television, solid waste, and surface water. Utility tax revenues are expected to be allocated to the General Fund, Parks Fund, Street Fund, and Capital Investment Fund.
- The City of Covington has a locally imposed *real estate excise tax* (REET) of 0.5%, levied on all sales of real estate. The city's REET is coupled with the state's REET of 1.28%, for a total combined rate of 1.78%. The funds generated by the city's portion of REET are allocated to local capital improvements identified under the capital facilities plan element of the city's Comprehensive Plan.

Budgeted Operating Funds

This per capita comparison aligns with similar notes provided by the City of Covington 2008 Budget. As indicated by the budget, the city's current

level of service has not been on par with comparable cities of similar size. This is largely because the city does not provide the full complement of typical municipal services.

The City of Covington is directly responsible for police, parks, streets, planning and general administration, aquatics, stormwater, and human services. Non-city providers are used for services including water, sanitary sewer, and fire protection.

The City Council's recent adoption of a utility tax was intended as an added source of revenue to provide more needed services to the community. Budget priorities identified by the City Council for 2008 and future years include marketing the city to businesses, community groups and the public, and investing in transportation and parks infrastructure.

Comparative Revenues & Expenditures

Based on information from the Washington State Auditors Office, revenues from all fund types to the City of Covington in 2006 totaled \$12.8 million. City expenditures from all fund types for this same year amounted to \$10.9 million.

When compared with *per capita revenues* from all cities in Washington, Covington's revenues of \$741 are 70% below the all city per person average of \$2,500. Per capita revenues for the City of Covington fall well below statewide averages across virtually all revenue categories. Property tax revenues were 38% of the statewide per capita average as of 2006; sales tax revenues were at 57%.

In a similar *per capita comparison of expenditures*, Covington spent 72% less than the average of all Washington cities. As is the case with revenues, expenditures are well below the statewide per capita average across all major expenditure categories.

As noted, a lower level of per capita operating expenditure is to be expected because a number of services typically provided by cities are covered by other special district providers in Covington. This lower level of city-provided service has also made it possible to keep the *city share* of property tax rates relatively low compared to other cities.

The city's revenue picture is changing rapidly due to factors including recent authorization of a utility tax and added sales tax revenue coming on-line with new retail stores opening. However, to the extent that Covington transitions to more of a *full service* city in the future, the city may face unique challenges in securing added revenue sources to fund a broader array of urban municipal services.

Debt Capacity

Based on a percentage of the City of Covington's total assessed value, the city's debt capacity is estimated at roughly \$141.5 million. As of year end 2007, the City of Covington has outstanding general obligation debt of \$12.555 million in Councilmanic Bonds for three CIP road projects. Special Assessment Debt for a Local Improvement District (LID) for street, sidewalk and storm drainage improvements is just over \$352,000. Also noted is a Public Works Trust Fund Loan for street improvement LID with outstanding debt of \$3.464 million.

Resulting combined debt of less than \$16.4 million represents only 12% of total city debt capacity. This low volume of outstanding debt is one factor that allows the city to maintain a relatively low level of expense compared to many other incorporated jurisdictions.

The significant amount of remaining debt capacity currently available may provide a basis for consideration of community infrastructure or other capital facility priorities that may prove important to the residents and businesses of Covington in the years ahead, provided that necessary resources can also be secured to defray the cost of any indebtedness incurred.

12.2.4 Potential Future Annexations

The City of Covington's Comprehensive Plan addresses urban growth area (UGA) needs and potential future annexations. Any annexations of the city are dependent on prior UGA designation by King County.

Annexation Opportunity for Economic Development

More detailed information for the two PAAs that could represent a substantial part of the city's economic development potential over the next 20 years is summarized as follows:

- *PAA 1 (east of Lakeside Gravel Pit)* – covers the 80-acre area of vacant forested land adjacent and east of the current Lakeside Gravel Pit operations. While the gravel pit is already part of the city, this adjoining 80-acre parcel (owned by the same party as the gravel pit) is within the UGA but not yet annexed.
- *PAA 4 (Northern Notch)* – comprising approximately 275 acres as a parallelogram-shaped site situated between SR 18 and SE Wax Road, and extending east from 180th Avenue SE to a line extending south from about 195th Avenue SE.

Long-term plans include provision of sewer service to the entire Covington Urban Growth Boundary. Water within the city is provided

by the Covington Water District. A full freeway interchange has been constructed by WSDOT at 256th and Highway 18 – making this one of only two interchanges within the City of Covington. Annexation is dependent on prior King County UGA amendment and reclassification from Rural to Urban designation.

Impacts of Future Annexations

Taken together, properties east of the Lakeside Gravel Pit and Northern Notch areas offer the potential to add an additional 355 acres of land to the City of Covington. Much of this land could ultimately become available for economic development – including creation of added local employment and business-related tax base.

In addition to meeting long-term growth needs of the city and region, a major Comprehensive Plan related purpose of future annexations is to promote more compact urban development in order to “insure efficient utilization of land resources and to facilitate economic provision of urban services.”

From an economic development perspective, annexations may be important to objectives that could include any or some combination of:

- Providing additional land for non-retail related employment (such as business park or office) – helping to reduce resident commutes by providing a land use underrepresented in Covington at present.
- Offering opportunity for additional commercial development to better serve Covington and trade area resident shopping and service needs – albeit with potential ramifications to the existing downtown area.
- Generating added property and sales tax revenue to the city – reducing the proportion of city services funded by residents.

To date, the City of Covington has not had the opportunity to actively plan for these PAAs. Each area will need to be evaluated based on its own merits including consideration of economic feasibility to the city. Other factors that need to be addressed include ability to efficiently provide one or both PAAs with adequate urban infrastructure and public services, extent of anticipated population and employment need to be addressed over the next 20 years, and impacts to city objectives for compact mixed use development and effective mass transit – particularly within the currently designated downtown zones of the city.

12.2.5 Development Trends & Capacities

This final section of the economic profile provides a brief review of information regarding commercial and industrial development trends and

land capacities together with a delineation of longer term employment land needs.

Existing Land Use

As of the 2005 *City of Covington Comprehensive Plan* update, existing land use comprised a total of approximately 3,286 acres, excluding lakes and roads. Mining and quarry activities accounted for about 5.5% of the total acreage, commercial for 2.1%, with office and industrial uses each at about 0.3%. Vacant lands (of all zoning designations) were estimated at 651 acres, or 19.8% of total land area.

The 2005 Comprehensive Plan updated indicated that there is a significant amount of land that is potentially unsuitable for future development. Approximately 766 acres were identified as potentially constrained – which may limit some or all use of these properties.

Comprehensive Plan Growth Allocations

The *City of Covington Comprehensive Plan* as updated in 2005 projected employment growth and associated land use needs to 2023. More recent information is provided by the *2007 King County Buildable Lands Report* and by the 2008 city prepared report *Population, Housing and Employment: 2000-2010*.

Starting from a base of 2,588 jobs in 2000, the city's most recent figures show an estimated employment of 3,613 jobs in Covington as of 2006 – reflecting a gain of 1,025 jobs (or 40% increase) over this recent six-year period. Comprehensive Plan related projections as of 2005 provided that the City of Covington had an *employment growth target* to add an estimated 990 new jobs between 2000 and 2022.

A comparison of the 2007 King County Buildable Lands analysis and the 2006 actual in-city job numbers indicate that employment growth already experienced likely exceeds the job growth target set for 2022. The 2005 Comprehensive Plan analysis concluded that commercial plus industrial zoned capacity “will not provide sufficient employment capacity” to meet employment growth needs. However, the analysis also noted that the zoning based methodology does not account for employment occurring in non-industrial/commercial zones of the city including government and education which together account for more than an estimated 42% of total employment in Covington. Consequently, the potential deficit of land for employment purposes may be overstated – albeit by an as yet not fully determined amount.

Future Land Use

As acknowledged in the 2005 update to the Comprehensive Plan, 3,255 acres were identified for future land use, including Annexation Areas 1-3. The *2007 King County Buildable Lands Report* provides more updated estimates of non-residential land supply as of 2006. This report indicates gross land area of 198.4 acres for employment growth – including 77.9 acres of vacant and 120.5 acres of redevelopable sites.

When adjusted for critical areas, rights of way, public purpose use and a market factor, the resulting estimate of net developable area is 116.4 acres – equating to 54.0 acres of net vacant and 62.4 acres of net redevelopable land. In effect, this added supply provides capacity to accommodate added in-city employment beyond the job targets referenced by the Comprehensive Plan.

Future Economic Development Prospects

For Covington, economic opportunities clearly can be expected to vary depending on the type of commercial retail, office, and business park that is considered. For *retail* use, the opportunity may be to ride the wave of retail activity in the South King County market, specifically capitalizing on the population growth that has and will occur within a residential trade area conveniently served from Covington. Due to its highway cross-roads location in the middle of a large and growing trade area, Covington continues to have potential for further retail development meeting the shopping and service needs of residents in the city plus adjoining communities.

With *office* use, the question is whether Covington has an opportunity to move into a market for which the South County and Covington have historically had a weak competitive presence. Positioning for increased regional office market capture will require proximity to a large and relatively young labor force looking for job opportunities closer to home. This potential also may be strengthened due to the city's proximity to the I-90/eastside corridors with much stronger office market presence.

For *business park* development, the question is whether Covington has the interest and can generate a competitive advantage similar to what has been demonstrated elsewhere in the Kent Valley/South County area. To date, distance from the Highway 167 and I-5 corridors has proven to be a competitive liability, not as yet offset by Highway 18 proximity. As with office, it may be that Covington's best option is not to compete for the warehouse/distribution market which is strongly oriented to the Kent Valley, but rather begin to draw higher end flex/tech uses just over the hill from the I-90 corridor or from the Renton/I-405 corridor to the west.

12.3 Strengths, Weaknesses, Opportunities and Threats

Building from the economic profile, it has been possible to prepare an assessment of Covington area strengths, weaknesses, opportunities and threats (or SWOT) for economic development. Additional information and insights have been provided from activities including:

- Project start-up and *orientation meeting* – with the Covington Economic Development Council (CEDC).
- A series of personal *stakeholder interviews* – with a representative cross-section of 25 business, city and civic leaders.
- A *community survey* – completed by 160 residents.
- A *community open house* – attended by approximately 60 participants.

The SWOT assessment includes a description and preliminary evaluation of strategic options available to the Covington community. Results have been used to further inform and frame the preparation of a recommended vision together with goals and policies provided with this Economic Development Element.

12.3.1 Elements of the SWOT Assessment

For purposes of the SWOT assessment, *strengths* are defined as existing assets of the Covington economy – and as potential building blocks for future economic development. *Weaknesses* are liabilities – important to address for Covington to be effective in achieving its economic development objectives. Taken together, strengths and weaknesses represent a present day, internally focused *snapshot*, illustrating what’s working well versus what’s not.

In contrast, opportunities and threats are both more *forward looking* and are often driven by conditions external to the local community. *Opportunities* for Covington occur at the point where statewide and global forces intersect with existing or potential local strengths. To the extent they are recognized and harnessed consistent with local priorities, opportunities could act to propel Covington forward in the years ahead. *Threats* are those local and external conditions or challenges that could serve to undermine or jeopardize future community economic vitality.

12.3.2 SWOT Summary

Existing conditions that shape and affect Covington’s economic vitality today are outlined in summary form – illustrated by the chart of current strengths and weaknesses provided as follows.

Table 12.2: Current Economic Development Strengths & Weaknesses

Strengths	Weaknesses
<ul style="list-style-type: none"> • Location on Highway 18 as an emerging growth corridor for King County • Ability to readily serve a relatively young & affluent trade area of nearly 80,000 residents • Strength & depth of Covington's retail core • Commitment of the city to managed growth & development • Potential availability of land to serve anticipated population & job growth • Natural corridors & trails 	<ul style="list-style-type: none"> • Traffic congestion of the Kent-Kangley / 272nd Street (SR 516) highway corridor • Substantial out-commuting for high-wage employment elsewhere in the region • Need for town center & urban amenities • Limited availability of in-city, shovel-ready land for high-wage job development • Perceptions of the Covington development & permitting process • Limited city financial resources to leverage desired economic & mixed use development

Of the strengths outlined, only two – location and land availability – fall within the purview of what are viewed as traditional economic development mainstay assets. Community demographics, retail activity and natural amenities are often viewed as important for quality of life – but often less so for on-going economic vitality. However, these views are changing for two reasons:

- Increased state and local jurisdiction dependence on sales tax revenue in the state of Washington;
- Recognition that quality of life increasingly influences where businesses that offer high wage jobs locate.

An important challenge for Covington will be to harness this distinctive set of community assets in ways that better integrate livability with economic vitality and ongoing sustainability.

All of the weaknesses identified can be corrected or mitigated – though actions on some could require substantial public and community effort to address. The level of commitment made will undoubtedly shape whether and how it is possible to build from existing local strengths and to capture future opportunities for economic development and diversification in Covington.

Looking to the future, there are emerging west coast, U.S. and global trends that, taken together with existing local conditions, can be expected to affect Covington's prospects for economic vitality in the years ahead. These future conditions present both opportunities and potential threats (or challenges) for the Covington community.

Table 12.3: Prospective Economic Development Opportunities & Threats

Opportunities	Weaknesses
<ul style="list-style-type: none"> • Continued retail expansion with attendant local sales tax generation • High-wage employment growth • Hotel, banquet, event & entertainment venues • Town center & mixed use development • Strengthened community identity 	<ul style="list-style-type: none"> • Vulnerability to global economic restructuring – especially housing credit & fuel price issues • Uncertain role of Covington vis-à-vis South County & I-90/I-405 corridor neighbors • Challenge of attracting pioneering employment & mixed use development

Realization of the identified opportunities is by no means assured. Achieving results will depend, in large part, on conscious decisions and actions taken by businesses, citizens and public agencies that have a stake in Covington’s future. While some threats represent external forces over which the community has little direct control, the extent of the threat (or challenge) can be addressed or mitigated, at least in part, through proactive local actions.

12.3.3 Strategic Options

From this SWOT assessment, four generalized options distinctive to Covington were considered as a basis to determine an *umbrella framework* most appropriate for future economic development. All of the options listed assume some form of public-private partnership – but predicated on an intentional approach to economic and community development for Covington.

1. **Status Quo.** This can be described as the *default option* – assuming no change in strategic economic development direction for the Covington community. Economic development will continue to occur largely in response to individual business investment decisions made in combination with local and regional planning (including growth management) priorities.

Covington can expect to receive continued commercial development interest – though issues of adequately sized remaining development sites and congestion on SR 516 (272nd Street) may make achieving successful development more daunting in the future. In the absence of concerted public initiative, it is unlikely that the city and community’s vision for a vital town center can be readily achieved.

Covington residents will likely continue to commute out of the area for higher wage jobs – albeit with transportation consuming a much larger portion of the household budget. Worst case, this could serve to weaken Covington’s ongoing desirability as a quality family community.

2. *Town Center Focus.* With this strategic approach, Covington would aim to strengthen and diversify its downtown commercial core but with added emphasis on:
- Achieving the town center vision of a pedestrian oriented commercial core that includes both small and larger scale retail together with a mix of other uses including office, residential, civic buildings and public gathering/open space.
 - Achieving some form of higher density development – as could occur with residential over commercial space and possible structured parking – aided by public investment in amenities that the private sector is unlikely to deliver on its own.

The benefits of this strategic option include realization of a long-standing vision for the Covington community, added retail sales tax generation, and more defined identity (if not branding) for Covington as a distinct and desirable place to live, shop, work and socialize. Potential disadvantages include the need to address traffic implications in the downtown area (especially for SR 516), the potential level of city investment and development expertise required, and the limited or unclear potential to diversify the community toward higher wage jobs.

3. *Family Wage Job Focus.* This third strategic option is focused less on town center commercial and mixed use development and more on a traditional economic development approach targeted to secure added high-wage job opportunities closer to home for Covington residents. Key elements of this strategy could include:
- Office, business and technology park development – most likely in the vicinity of the SR 18/256th Street interchange (including accompanying annexation).
 - Active collaboration with land owners – to address planning and infrastructure needs and to attract qualified developers and business users/tenants to Covington.
 - Opportunity for a substantial small business development emphasis – targeted to existing and prospective residents with interest to locate and grow a business in Covington.

The chief benefits of this strategy are that it best offers the opportunity to reduce out-commuting and raise the wage profile of Covington area employers. Disadvantages include costs of serving new development coupled with limited ongoing sales tax revenue potential (from on-site non-retail related development). There is also some market risk, as this new focus will require “pioneers” willing to invest in business and technology park projects as yet untested in the Covington area.

4. *Jobs with a Heart*. This represents a potential *hybrid option* – a balanced approach involving concurrent initiatives for town center and high-wage jobs-oriented development:

- Commercial and mixed use town center development would be prioritized at least initially on the existing downtown core (SR 516 and Wax Road areas).
- Employment development would be focused on the as yet undeveloped area proximate to the SR 18/256th Street interchange (likely including annexation of the property east of the gravel pit and/or northern notch areas).

This strategy offers the most balanced approach to achieving commercial development, high-wage job and tax revenue benefits for the businesses, residents and City of Covington. One downside is the risk associated with trying to accomplish too many things at once – especially if local resources are already strained or the community’s will to implement this more aggressive strategic option is not readily forthcoming. A related challenge will be in determining how to achieve this vision in a manner that remains flexible over time – responding to unique challenges and opportunities with each SR 18 interchange area (including those not yet readily foreseen).

A Preferred Strategy

After review and discussion of the strategic options, the Covington Economic Development Council (CEDC) has recommended *Option 2 Town Center Focus* as the preferred emphasis for short term implementation. As the town center moves toward realization, communities priorities can be expected to shift toward increased family wage focus – leading to the hybrid *Option 4 Jobs with a Heart*.

The economic development vision, goals and objectives that follow are intended to implement this phased strategy over the 20-year time horizon of the City’s Comprehensive Plan. Implementation is further supported by an Action Agenda provided as a companion to this Economic Development Element in conjunction with an annually updated Work Plan.

12.4 Economic Development Vision

At its best, Covington’s economic development vision will serve to reinforce and further stimulate the already adopted City Council vision for the entire community. This Economic Development Element embodies a minimum 20-year vision for future and ongoing economic vitality of the community – depicted as follows:

Covington is economically distinct, diverse and vibrant – a full-service community offering good paying jobs, places to shop and recreate, and a tax base supportive of quality public infrastructure and services. Covington nurtures families and business entrepreneurs, fosters a pattern of development that will be sustainable for the next generation, and values its location at the interface between the community’s built and natural environment.

12.5 Goals and Policies

Covington’s economic development vision is to be implemented through the following specific Comprehensive Plan Goals and Policies adopted with this Economic Development Element.

12.5.1 Partnerships for Positive Service Culture

EDG 1.0 The City of Covington recognizes the importance of a positive and supportive relationship among its staff, the citizenry, and stakeholders doing business with the city and is resolved to ensure a responsive service culture within the city organization aimed at sustained economic prosperity and business profitability by listening carefully, solving problems creatively, efficiently and proactively.

EDG 1.1 Recognize private employment and investment as the primary catalyst for generating a healthy local economy and balanced tax base.

EDG 1.2 Maintain development regulations which are predictable and cost effective to all parties.

EDG 1.3 Ensure that city licensing and permitting procedures and processes are equitable and efficient.

EDG 1.4 Initiate efforts to improve basic criteria for the “over the counter” permit system and process for appropriate permits within resources available.

- EDP 1.5 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 1.6 Encourage community policing and other business and neighborhood community watch programs to improve public safety for both businesses and residences.*
- EDP 1.7 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 1.8 Continually solicit community and stakeholder input on the development, permitting and licensing process and make relevant improvements based upon quality customer service goals.*
- EDP 1.9 Strive to create and implement opportunities to better communicate with constituents and stakeholders through all forms of the media and the internet/web.*

12.5.2 Balanced Economic Development

EDG 2.0 Encourage economic development in Covington that responds to the needs and interests of area residents, businesses and investors for services and high paying jobs.

- EDP 2.1 Utilize a definition of “economic development” appropriate to the needs and aspirations of the Covington community as “the creation and sustainability of local employment, incomes, goods, services and local government revenues benefiting Covington residents, workers, visitors and businesses.”*
- EDP 2.2 Increase employment in Covington to better balance jobs with housing.*
- EDP 2.3 Target sustained maintenance of Covington household incomes above the King County median.*

- EDP 2.4 Increase the overall average wage of persons working in Covington.*
- EDP 2.5 Prioritize economic development assistance and incentives to businesses and development projects providing opportunity for higher wages.*
- EDP 2.6 Reduce the average length of commute to work for Covington residents.*
- EDP 2.7 Partner with regional and state organizations for economic development initiatives of mutual interest.*
- EDP 2.8 Formulate an image or branding campaign to raise regional public and business awareness of Covington as a good place to invest – a “City for Entrepreneurs.”*
- EDP 2.9 Establish a short list of measurable benchmarks by which to assess progress toward achieving key public-private economic development objectives for Covington.*

12.5.3 Economic Development Strategy

EDG 3.0 Covington’s economic development program will be based on a balanced, multi-faceted strategic planning framework that is sustainable over time with an annual Work Plan and a process that tracks the progress of implementation.

EDP 3.1 The City’s economic development program will consider a variety of approaches to achieving a diverse local economy, including, but not limited to, 1) business retention and expansion, 2) business attraction and diversification including entrepreneurship and small business development, and 3) developing and maintaining effective public-private partnerships.

EDP 3.2 The City will adequately support its economic development effort over time with adequate budgets and staffing in order to insure that it has an appropriate existing capacity to address future economic development threats and opportunities.

EDP 3.3 The city will 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.

12.5.4 Covington Town Center

EDG 4.0 Develop a town center offering shopping, employment, residential, cultural, public, recreation and open space activities within downtown Covington.

EDP 4.1 Develop a town center as the focal point for Downtown Covington.

EDP 4.2 Encourage a public-private partnership for town center development with proactive tools and incentives to leverage the desired mix of private and public uses and achieve a net long-term economic and financial benefit to the City of Covington at the lowest public outlay possible.

EDP 4.3 Assure the availability of a site (or sites) adequately sized and appropriately located to meet objectives for a town center mixed use development, incorporating community feedback.

12.5.5 Commercial & Mixed Use Development

EDG 5.0 Encourage commercial retail, service and complementary mixed use development that serves the residents of Covington and nearby communities, attracts visitors, and enhances the City's tax base while addressing transportation and other public service issues as they arise.

EDP 5.1 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 5.2 Develop downtown, neighborhood, community and regional commercial uses with coordinated provision of 1) adequate transportation, pedestrian and utility infrastructure, 2) 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 3) allow for open space and parks.

- EDP 5.3 Focus retail and related commercial development to achieve downtown build-out, provide for convenience oriented neighborhood retail, and encourage mixed use development with planned annexation areas to fully serve the needs of trade area residents and businesses.*
- EDP 5.4 When non-downtown sites are considered, prioritize locations offering proximity to adequate transportation and utility infrastructure and underserved trade area populations.*
- EDP 5.5 Facilitate development of lodging, meeting, event and entertainment venues meeting both resident and visitor needs.*
- EDP 5.6 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 5.7 Secure options for transit service, ride sharing, pedestrian-friendly development and other means to reduce the need for vehicular travel.*
- EDP 5.8 Encourage regional commercial and employment uses along major transportation corridors to strengthen Covington's economic position within the region.*

12.5.6 Employment Development

- EDG 6.0** Expand Covington's employment base to achieve jobs-housing balance with King County, raise local wage levels and maintain above average incomes for Covington residents.
- EDP 6.1 Determine employment growth targets and commercial-employment land needs in Covington appropriate to achieve job-housing balance.*
- EDP 6.2 Designate sites suitable for development of office, business and technology park properties at locations effectively served by transportation and other infrastructure.*

- EDP 6.3 Require property owners in planned annexation areas to engage in collaborative public-private land use and infrastructure planning for high quality, master planned development.*
- EDP 6.4 Consider proactive tools and incentives to assist in development of businesses and added employment throughout Covington as consistent with the City's economic development goals and policies.*
- EDP 6.5 Encourage location of higher wage employment-intensive uses to complement downtown area and other mixed use development in Covington.*
- EDP 6.6 Foster a business climate and site options supporting large employers offering high-wage jobs together with small business and entrepreneurial start-ups.*
- EDP 6.7 Consider development standards for live-work units and home-based businesses.*

12.5.7 Land Use & Economic Development

EDG 7.0 Utilize land use provisions of the Covington Comprehensive Plan and zoning ordinances as instrumental to facilitate and implement this Economic Development element.

- EDP 7.1 In conjunction with regularly scheduled Comprehensive Plan updates, re-assess needs for commercial and employment land as needed to provide for jobs-housing balance and to effectively serve retail trade area potentials over a 20-year time horizon.*
- EDP 7.2 In cooperation with King County, provide for UGA expansion and annexation of areas most suited to meet 20-year commercial and employment land needs of the City of Covington.*
- EGP 7.3 Create a new zoning district encompassing major office, employment and technology uses along with other traditional mixed-use commercial and residential uses.*
- EGP 7.4 Establish land use goals and policy mechanisms addressing economic, social and environmental*

sustainability in a manner consistent with this Economic Development Element.

12.5.8 Community Infrastructure & Public Services

EDG 8.0 Plan, fund and build transportation, utility and civic infrastructure timed to meet the requirements of commercial, employment and workforce development.

EDP 8.1 Facilitate economic development that, on balance, provides positive net revenue to the City of Covington from sources including property, sales and utility tax revenues.

EDP 8.2 Assure that growth pays for growth except in instances where clear public policy supports additional public investment.

EDP 8.3 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 8.4 Develop programs to encourage work trip commute reductions including ride sharing and transit.

EDP 8.5 Seek cost-effective, innovative, and state of the art solutions for utility and telecommunications infrastructure.

12.5.9 Hawk Property Subarea

EDG 9.0 Develop a secondary economic center in the Hawk Property Subarea that offers shopping, employment, and residential opportunities without competing with the Town Center.

EDP 9.1 Encourage both regional and local-serving commercial uses that meet community shopping needs and provide jobs.

EDP 9.2 Formulate an image and branding strategy to provide a unique identity distinct from the Covington Town Center, such as a Master Sign Program.

EDP 9.3 Implement land use and zoning standards that will encourage a mix of regional and local commercial uses and housing densities.

EDP 9.4 Encourage commercial development comprised of a mix of regional retail, iconic/local retail and related uses that will serve local residents as well as residents of neighboring communities.

EDP 9.5 Ensure that commercial areas are sensitive to the natural features around them.

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF COVINGTON, KING COUNTY, WASHINGTON ADOPTING NEW PROVISIONS TO CHAPTER 18 OF THE COVINGTON MUNICIPAL CODE PERTAINING TO THE HAWK PROPERTY SUBAREA; PROVIDING FOR SEVERABILITY AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, the city has adopted a comprehensive plan consistent with the provisions of the Growth Management Act, RCW 36.70A (“GMA”); and

WHEREAS, the GMA authorizes the preparation of subarea plans; and

WHEREAS, RCW 36.70A.130 exempts subarea plans from the state law requirement limiting comprehensive plan amendments to once per year; and

WHEREAS, the City of Covington has prepared the Hawk Property Subarea Plan after extensive public outreach and participation with the Covington community; from March through November 2013 the planning commission has held workshops, open houses, community meetings, and a public hearing for members of the community to learn more about the Hawk Property Subarea planning process and to provide input on the vision, uses, and impacts of development within the subarea; and;

WHEREAS, the City of Covington, as lead agency, issued a Final Planned Action Environmental Impact Statement (FEIS) on November 14, 2013, which identifies the impacts and mitigation measures associated with planned development in the Planned Action Area as identified in the Hawk Property Subarea Plan; the FEIS includes by incorporation the Draft Hawk Property Planned Action Environmental Impact Statement issued on July 26, 2014, (collectively referred to as the Planned Action EIS); and

WHEREAS, appropriate notice was provided and the planning commission conducted a public hearing on November 7, 2013, on the proposed Hawk Property Subarea Plan, and on November 21, 2013, the Planning Commission deliberated and voted to recommend approval of the Hawk Property Subarea Plan to the city council; and

WHEREAS, the Covington City Council has adopted the Hawk Property Subarea Plan, dated February 11, 2014; and

WHEREAS, the Hawk Property Subarea Plan includes amendments to the Covington Comprehensive Plan and Municipal Code to implement the vision of the Hawk Property Subarea Plan; and

WHEREAS, changes have been made from the planning commission’s review draft of the subarea plan to the final Hawk Property Subarea Plan and related municipal code amendments to address modifications requested to clarify when townhouses may be permitted around the area’s pond feature; and

WHEREAS, housekeeping corrections have been incorporated into the Hawk Property Subarea Plan and associated comprehensive plan and municipal code amendments to address minor changes necessary to maintain internal consistency, correct identified inaccuracies, and ensure current conditions are accurately reflected; and

WHEREAS, the city council finds that adopting this ordinance is in the public interest and will advance the public health, safety, and welfare;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COVINGTON, KING COUNTY, WASHINGTON, DOES ORDAIN AS FOLLOWS:

Section 1. The amendments to Chapter 18 of the Covington Municipal Code as contained in the Hawk Property Subarea Plan (Ordinance No. 01-14), Development Regulations section, pages 16-54, incorporated herein by this reference, are hereby adopted.

Section 2. Upon the approval of the City Attorney, the City Clerk is authorized to make any necessary corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers, and any reference thereto.

Section 3. If any provision of this ordinance, or ordinance modified by it, is determined to be invalid or unenforceable for any reason, the remaining provisions of this ordinance and ordinances and/or resolutions modified by it shall remain in force and effect.

Section 4. This ordinance shall be in full force and effect five (5) days after proper posting and publication. A summary of this ordinance may be published in lieu of publishing the ordinance in its entirety.

Passed by the city council of the City of Covington on the 11th day of February, 2014.

Mayor Margaret Harto

PUBLISHED: February 14, 2014
EFFECTIVE: February 19, 2014

ATTESTED:

Sharon Scott
City Clerk

APPROVED AS TO FORM:

Sara Springer
City Attorney

AN ORDINANCE OF THE CITY OF COVINGTON, WASHINGTON,
ESTABLISHING A PLANNED ACTION FOR THE HAWK PROPERTY
PURSUANT TO THE STATE ENVIRONMENTAL POLICY ACT.

WHEREAS, the State Environmental Policy Act (SEPA) and its implementing regulations provide for the integration of environmental review with land use planning and project review through the designation of planned actions by jurisdictions planning under the Growth Management Act (GMA), such as the City of Covington (“City”); and

WHEREAS, Section 43.21C.440 of the Revised Code of Washington (RCW), Sections 197-11-164 through 172 of the Washington Administrative Code (WAC), and Section 16.10.180 of the Covington Municipal Code (CMC) allow for and govern the adoption and application of a planned action designation under SEPA; and

WHEREAS, the State Department of Commerce (DOC) has studied planned actions in various communities throughout the state and found that predefined mitigation as allowed under a planned action ordinance has resulted in increased certainty and predictability for development, time and cost savings for development project proponents and cities, and increased revenues for cities when used with other economic development tools; and

WHEREAS, the designation of a planned action expedites the permitting process for projects of which the impacts have been previously addressed in an environmental impact statement (EIS); and

WHEREAS, a subarea of the City commonly referred to as the “Hawk Property”, as depicted on the map attached hereto as Exhibit A and incorporated herein by this reference, has been identified as a planned action area for future redevelopment from a reclaimed mine and asphalt batch plant to an urban village (“Planned Action Area”); and

WHEREAS, the City has developed and adopted a subarea plan complying with the GMA (RCW 36.70A), dated February 11, 2014, to guide the redevelopment of the Planned Action Area (“Hawk Property Subarea Plan”); and

WHEREAS, after extensive public participation and coordination with all affected parties, the City, as lead SEPA agency, issued the Hawk Property Planned Action Final Environmental Impact Statement (“FEIS”) dated November 14, 2013, which identifies the impacts and mitigation measures associated with planned development in the Planned Action Area as identified in the Hawk Property Subarea Plan; the FEIS includes by incorporation the Hawk Property Planned Action Draft Environmental Impact Statement issued on July 26, 2013 (collectively referred to herein as the “Planned Action EIS”); and

WHEREAS, the City desires to designate a planned action under SEPA for the Hawk Property (“Planned Action”); and

WHEREAS, adopting a Planned Action for the Hawk Property with appropriate standards and procedures will help achieve efficient permit processing and promote environmental quality protection; and

WHEREAS, the City has adopted development regulations and ordinances that will help protect the environment and will adopt regulations to guide the allocation, form, and quality of development on the Hawk Property; and

WHEREAS, the City Council finds that adopting this Ordinance is in the public interest and will advance the public health, safety, and welfare;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COVINGTON, WASHINGTON DOES HEREBY ORDAIN AS FOLLOWS:

Section I. Purpose. The purpose of this Ordinance is to:

- A.** Combine environmental analysis, land use plans, development regulations, and City codes and ordinances together with the mitigation measures in the Planned Action EIS to mitigate environmental impacts and process Planned Action development applications in the Planned Action Area;
- B.** Designate the Hawk Property subarea shown in Exhibit A as a Planned Action Area for purposes of environmental review and permitting of designated Planned Action Projects pursuant RCW 43.21C.440;
- C.** Determine that the Planned Action EIS meets the requirements of a planned action EIS pursuant to SEPA;
- D.** Establish criteria and procedures for the designation of certain projects within the Planned Action Area as “Planned Action Projects” consistent with RCW 43.21C.440;
- E.** Provide clear definition as to what constitutes a Planned Action Project within the Planned Action Area, the criteria for Planned Action Project approval, and how development project applications that qualify as Planned Action Projects will be processed by the City;
- F.** Streamline and expedite the land use permit review process by relying on the Planned Action EIS; and
- G.** Apply applicable regulations within the City’s development regulations and the mitigation framework contained in this Ordinance for the processing of Planned Action Project applications and to incorporate the applicable mitigation measures into the underlying project permit conditions in order to address the impacts of future development contemplated by this Ordinance.

Section II. Findings. The City Council finds as follows:

- A.** The Recitals above are adopted herein as Findings of the City Council.
- B.** The City is subject to the requirements of the GMA.
- C.** The City has adopted a Comprehensive Plan complying with the GMA and is amending the Comprehensive Plan to incorporate text and policies specific to the Hawk Property Subarea.
- D.** The City is adopting zoning and development regulations concurrent with the Hawk Property Subarea Plan to implement said Plan, including this Ordinance.
- E.** The Planned Action EIS adequately identifies and addresses the probable significant environmental impacts associated with the type and amount of development planned to occur in the designated Planned Action Area.
- F.** The mitigation measures identified in the Planned Action EIS, attached to this Ordinance as Exhibit B and incorporated herein by reference, together with adopted City development regulations are adequate to mitigate significant adverse impacts from development within the Planned Action Area.
- G.** The Hawk Property Subarea Plan and Planned Action EIS identify the location, type, and amount of development that is contemplated by the Planned Action.
- H.** Future projects that are implemented consistent with the Planned Action will protect the environment, benefit the public, and enhance economic development.
- I.** The City provided several opportunities for meaningful public involvement and review in the Hawk Property Subarea Plan and Planned Action EIS processes, including a community meeting consistent with RCW 43.21C.440; has considered all comments received; and, as appropriate, has modified the proposal or mitigation measures in response to comments.

J. Essential public facilities as defined in RCW 36.70A.200 are excluded from the Planned Action as designated herein and are not eligible for review or permitting as Planned Action Projects unless they are accessory to or part of a project that otherwise qualifies as a Planned Action Project.

K. The designated Planned Action Area is located entirely within a UGA.

L. Implementation of the mitigation measures identified in the Planned Action EIS will provide for adequate public services and facilities to serve the proposed Planned Action Area.

Section III. Procedures and Criteria for Evaluating and Determining Planned Action Projects within the Planned Action Area.

A. Planned Action Area. This “Planned Action” designation shall apply to the area shown in Exhibit A of this Ordinance.

B. Environmental Document. A Planned Action Project determination for a site-specific project application within the Planned Action Area shall be based on the environmental analysis contained in the Planned Action EIS. The mitigation measures contained in Exhibit B of this Ordinance are based upon the findings of the Planned Action EIS and shall, along with adopted City regulations, provide the framework the City will use to apply appropriate conditions on qualifying Planned Action Projects within the Planned Action Area.

C. Planned Action Project Designated. Land uses and activities described in the Planned Action EIS, subject to the thresholds described in Subsection III.D of this Ordinance and the mitigation measures contained in Exhibit B of this Ordinance, are designated “Planned Action Projects” pursuant to RCW 43.21C.440. A development application for a site-specific project located within the Planned Action Area shall be designated a Planned Action Project if it meets the criteria set forth in Subsection III.D of this Ordinance and all other applicable laws, codes, development regulations, and standards of the City, including this Ordinance, are met.

D. Planned Action Qualifications. The following thresholds shall be used to determine if a site-specific development proposed within the Planned Action Area was contemplated as a Planned Action Project and has had its environmental impacts evaluated in the Planned Action EIS:

(1) Qualifying Land Uses.

(a) Planned Action Categories: The following general categories/types of land uses are defined in the Hawk Property Subarea Plan and can qualify as Planned Actions:

- i. Single Family dwelling units
- ii. Townhome dwelling units
- iii. Multi-family dwelling units
- iv. Commercial
- v. Large Format Retail
- vi. Iconic/Local Retail
- vii. Open Space, Parks, Plazas, Trails, Gathering Spaces
- viii. Park and Ride

(b) Planned Action Project Land Uses: A primary land use can qualify as a Planned Action Project land use when:

- i. it is within the Planned Action Area as shown in Exhibit A of this Ordinance;
- ii. it is within one or more of the land use categories described in Subsection III.D(1)(a) above; and

- iii. it is listed in development regulations applicable to the zoning classifications applied to properties within the Planned Action Area.

A Planned Action Project may be a single Planned Action land use or a combination of Planned Action land uses together in a mixed-use development. Planned Action land uses may include accessory uses.

- (c) Public Services: The following public services, infrastructure, and utilities can also qualify as Planned Actions: onsite roads, utilities, parks, trails, and similar facilities developed consistent with the Planned Action EIS mitigation measures, City and special district design standards, critical area regulations, and the Covington Municipal Code.

(2) Development Thresholds:

- (a) Land Use: The following thresholds of new land uses are contemplated by the Planned Action:

Feature	Minimum Urban Village Proposal	Maximum Urban Village Proposal
Residential Dwellings (units)	1,000	1,500
Commercial Square Feet	680,000	850,000

- (b) Shifting development amounts between land uses in identified in Subsection III.D(2)(a) may be permitted when the total build-out is less than the aggregate amount of development reviewed in the Planned Action EIS; the traffic trips for the preferred alternative are not exceeded; and, the development impacts identified in the Planned Action EIS are mitigated consistent with Exhibit B of this Ordinance.
- (c) Further environmental review may be required pursuant to WAC 197-11-172, if any individual Planned Action Project or combination of Planned Action Projects exceeds the development thresholds specified in this Ordinance and/or alter the assumptions and analysis in the Planned Action EIS.

(3) Transportation Thresholds:

- (a) Trip Ranges & Thresholds. The number of new PM peak hour trips anticipated in the Planned Action Area and reviewed in the Planned Action EIS for 2035 is as follows:

	Alternative 2 – Minimum Urban Village				Alternative 3 – Maximum Urban Village			
	PM Peak Hour				PM Peak Hour			
	Daily	In	Out	Total	Daily	In	Out	Total
Primary Trips	21,950	1,025	940	1,965	28,270	1,343	1,235	2,578

Source: Heffron Transportation, April 2013.

- (b) Concurrency. All Planned Action Projects shall meet the transportation concurrency requirements and the Level of Service (LOS) thresholds established in Chapter 12.100 CMC, Transportation Concurrency Management, and Chapter 12.110, Intersection Standards.
- (c) Traffic Impact Mitigation. Traffic impact fees shall be paid consistent with Chapter 12.105 CMC. Transportation mitigation shall also be provided consistent with mitigation measures in Exhibit B, Attachment B-1 of this Ordinance and the calculation of additional transportation mitigation fees per PM peak hour trip in Exhibit D of this Ordinance, attached hereto and incorporated by this reference.

(d) The responsible City official shall require documentation by Planned Action Project applicants demonstrating that the total trips identified in Subsection III.D(3)(a) are not exceeded, that the project meets the concurrency and intersection standards of Subsection III.D(3)(b), and that the project has mitigated impacts consistent with Subsection III.D (3)(c).

(e) Discretion.

i. The responsible City official shall have discretion to determine incremental and total trip generation, consistent with the Institute of Traffic Engineers (ITE) Trip Generation Manual (latest edition) or an alternative manual accepted by the City's Public Works Director at his or her sole discretion, for each project permit application proposed under this Planned Action.

ii. The responsible City official shall have discretion to condition Planned Action Project applications to meet the provisions of this Planned Action Ordinance and the Covington Municipal Code.

iii. The responsible City official shall have the discretion to adjust the allocation of responsibility for required improvements between individual Planned Action Projects based upon their identified impacts.

(4) Elements of the Environment and Degree of Impacts. A proposed project that would result in a significant change in the type or degree of adverse impacts to any element(s) of the environment analyzed in the Planned Action EIS would not qualify as a Planned Action Project.

(5) Changed Conditions. Should environmental conditions change significantly from those analyzed in the Planned Action EIS, the City's SEPA Responsible Official may determine that the Planned Action Project designation is no longer applicable until supplemental environmental review is conducted.

E. Planned Action Project Review Criteria.

(1) The City's SEPA Responsible Official, or authorized representative, may designate as a Planned Action Project, pursuant to RCW 43.21C.440, a project application that meets all of the following conditions:

- (a) the project is located within the Planned Action Area identified in Exhibit A of this Ordinance;
- (b) the proposed uses and activities are consistent with those described in the Planned Action EIS and Subsection III.D of this Ordinance;
- (c) the project is within the Planned Action thresholds and other criteria of Subsection III.D of this Ordinance;
- (d) the project is consistent with the Covington Comprehensive Plan including the policies of the Hawk Property Subarea Plan incorporated into the Comprehensive Plan and the regulations of the Hawk Property Subarea Plan integrated into the Covington Municipal Code;
- (e) the project's significant adverse environmental impacts have been identified in the Planned Action EIS;
- (f) the project's significant impacts have been mitigated by application of the measures identified in Exhibit B of this Ordinance and other applicable City regulations, together with any conditions, modifications, variances, or special permits that may be required;
- (g) the project complies with all applicable local, state and/or federal laws and regulations and the SEPA Responsible Official determines that these constitute adequate mitigation; and
- (h) the project is not an essential public facility as defined by RCW 36.70A.200, unless the essential public facility is accessory to or part of a development that is designated as a Planned Action Project under this Ordinance.

- (2) The City shall base its decision to qualify a project as a Planned Action Project on review of the Subarea SEPA Checklist form included in Exhibit B to this Ordinance and review of the Planned Action Project submittal and supporting documentation, provided on City required forms.

F. Effect of Planned Action Designation.

- (1) Designation as a Planned Action Project by the City's SEPA Responsible Official means that a qualifying project application has been reviewed in accordance with this Ordinance and found to be consistent with the development parameters and thresholds established herein and with the environmental analysis contained in the Planned Action EIS.
- (2) Upon determination by the City's SEPA Responsible Official that the project application meets the criteria of Subsection III.D and qualifies as a Planned Action Project, the project shall not require a SEPA threshold determination, preparation of an EIS, or be subject to further review pursuant to SEPA. Planned Action Projects will still be subject to all other applicable City, state, and federal regulatory requirements. The Planned Action Project designation shall not excuse a project from meeting the City's code and ordinance requirements apart from the SEPA process.

G. Planned Action Project Permit Process. Applications submitted for qualification as a Planned Action Project shall be reviewed pursuant to the following process:

- (1) Development applications shall meet all applicable requirements of the Covington Municipal Code and this Ordinance in place at the time of the Planned Action Project application. Planned Action Projects shall not vest to regulations required to protect public health and safety.
- (2) Applications for Planned Action Projects shall:
 - (a) be made on forms provided by the City;
 - (b) include the Subarea SEPA checklist included in Exhibit B of this Ordinance;
 - (c) include a conceptual site plan pursuant to Subsection III.G(3) of this Ordinance; and
 - (d) meet all applicable requirements of the Covington Municipal Code and this Ordinance.
- (3) A conceptual site plan shall be submitted for proposed Planned Action Projects. The purpose of the conceptual site plan process is to assess overall project concepts and phasing as well as to review how the major project elements work together to implement requirements of this Ordinance, the consistency of the Planned Action Project application with Planned Action EIS alternative concept plans included in Exhibit E of this Ordinance attached hereto and incorporated by this reference, the Covington Comprehensive Plan, the Hawk Property Subarea Plan, the Covington Municipal Code, and the City of Covington Design and Construction standards. The conceptual site plan shall contain and/or identify:
 - (a) Name of proposed project;
 - (b) Date, scale, and north arrow oriented to the top of the paper/plan sheet;
 - (c) Drawing of the subject property with all property lines dimensioned and names of adjacent streets;
 - (d) A legend listing all of the following information on one of the sheets:
 - Total square footage of the site
 - Square footage of each individual building and/or use
 - Total estimated square footage of all buildings (including footprint of each building)
 - Percentage estimate of the total lot covered by buildings and by total impervious area
 - Square footage estimate of all landscaping (total and parking lots)

- Allowable and proposed building height
 - Building setbacks proposed and required by the CMC
 - Parking analysis, including estimated number, size, and type of stalls required, by use; and number of stalls provided by use;
- (e) Phasing of development;
- (f) Major access points and access to public streets, vehicle and pedestrian circulation, public transit stops;
- (g) Critical areas;
- (h) Focal points within the project (e.g., public plazas, art work, wayfinding signage, gateways both into the site and into the city, etc.);
- (i) Private and public open space provisions and recreation areas; and
- (j) Written summary of how the conceptual site plan meets the requirements of this Ordinance and the Hawk Property Subarea Plan as well as relevant Covington Municipal Code requirements. The written summary shall also identify the consistency of the Planned Action Project application with Planned Action EIS alternative concept plans included in Exhibit E of this Ordinance.
- (4) The City's SEPA Responsible Official shall determine whether the application is complete and shall review the application to determine if it is consistent with and meets all of the criteria for qualification as a Planned Action Project as set forth in this Ordinance.
- (5) (a) If the City's SEPA Responsible Official determines that a proposed project qualifies as a Planned Action Project, he/she shall issue a "Determination of Consistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to Chapter 1, Laws of 2012 (Engrossed Substitute Senate Bill (ESSB) 6406).
- (b) Upon issuance of the Determination of Consistency, the review of the underlying project permit(s) shall proceed in accordance with the applicable permit review procedures specified in Title 14 CMC, except that no SEPA threshold determination, EIS, or additional SEPA review shall be required.
- (c) The Determination of Consistency shall remain valid and in effect as long as the underlying project application approval is also in effect.
- (d) Public notice and review for qualified Planned Action Projects shall be tied to the underlying project permit(s). If notice is otherwise required for the underlying permit(s), the notice shall state that the project qualifies as a Planned Action Project. If notice is not otherwise required for the underlying project permit(s), no special notice is required by this Ordinance.
- (6) (a) If the City's SEPA Responsible Official determines that a proposed project does not qualify as a Planned Action Project, he/she shall issue a "Determination of Inconsistency" and shall mail or otherwise verifiably deliver said Determination to the applicant; the owner of the property as listed on the application; and federally recognized tribal governments and agencies with jurisdiction over the Planned Action Project, pursuant to Chapter 1, Laws of 2012 (Engrossed Substitute Senate Bill (ESSB) 6406).
- (b) The Determination of Inconsistency shall describe the elements of the Planned Action Project application that result in failure to qualify as a Planned Action Project.
- (c) Upon issuance of the Determination of Inconsistency, the City's SEPA Responsible Official shall prescribe a SEPA review procedure for the non-qualifying project that is consistent with the City's SEPA regulations and the requirements of state law.

(d) A project that fails to qualify as a Planned Action Project may incorporate or otherwise use relevant elements of the Planned Action EIS, as well as other relevant SEPA documents, to meet the non-qualifying project's SEPA requirements. The City's SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action EIS.

(7) To provide additional certainty about applicable requirements, the City or applicant may request consideration and execution of a development agreement for a Planned Action Project, consistent with RCW 36.70B.170 et seq. and CMC Chapter 18.114, Development Agreements.

(8) A Determination of Consistency or Inconsistency is a Type 1 land use decision and may be appealed pursuant to the procedures established in Title 14 CMC. An appeal of a Determination of Consistency shall be consolidated with any pre-decision or appeal hearing on the underlying project application.

Section IV. Monitoring and Review.

A. The City should monitor the progress of development in the designated Planned Action area as deemed appropriate to ensure that it is consistent with the assumptions of this Ordinance and the Planned Action EIS regarding the type and amount of development and associated impacts and with the mitigation measures and improvements planned for the Planned Action Area.

B. This Planned Action Ordinance shall be reviewed by the SEPA Responsible Official no later than five (5) years from its effective date in conjunction with the City's regular Comprehensive Plan review cycle, as applicable. The timing of subsequent reviews after the first review shall be determined with the completion of the first review. The review shall determine the continuing relevance of the Planned Action assumptions and findings with respect to environmental conditions in the Planned Action Area, the impacts of development, and required mitigation measures (Exhibit B) and Public Agency Actions and Commitments (Exhibit C). Based upon this review, the City may propose amendments to this Ordinance or may supplement or revise the Planned Action EIS.

Section V. Conflict. In the event of a conflict between this Ordinance or any mitigation measures imposed thereto, and any ordinance or regulation of the City, the provisions of this Ordinance shall control.

Section VI. Severability. If any one or more sections, subsections, or sentences of this Ordinance are held to be unconstitutional or invalid such decision shall not affect the validity of the remaining portions of this Ordinance and the same shall remain in full force and effect.

Section VII. Effective Date. This Ordinance shall take effect and be in force ten (10) days after publication as provided by law.

Passed by the City Council of the City of Covington the 11th day of February, 2014.

Mayor Margaret Harto

ATTESTED:

PUBLISHED: February 14, 2014

EFFECTIVE: February 24, 2014

Sharon Scott, City Clerk

APPROVED AS TO FORM:

Sara Springer, City Attorney

EXHIBIT A
 HAWK PROPERTY SUBAREA PLANNED ACTION AREA

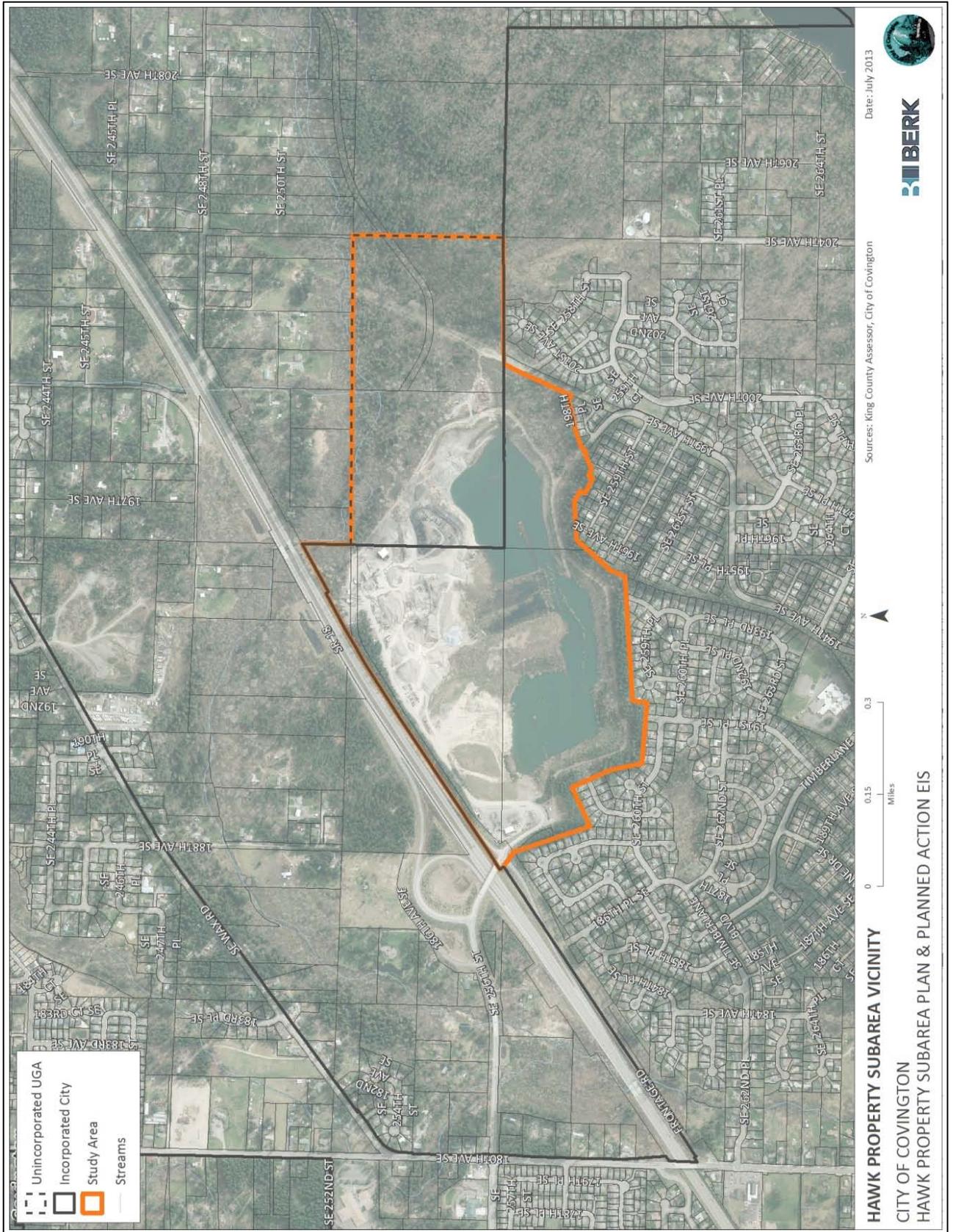




Exhibit B

Hawk Property Subarea SEPA Checklist and Mitigation Document

INTRODUCTION

The State Environmental Policy Act (SEPA) requires environmental review for project and non-project proposals that are likely to have adverse impacts upon the environment. In order to meet SEPA requirements, the City of Covington issued the Planned Action EIS for the Hawk Property, as defined in this Hawk Property Planned Action Ordinance (“Ordinance”) in which this Exhibit is attached. The Planned Action EIS has identified significant beneficial and adverse impacts that are anticipated to occur with the future development of the Planned Action Area, together with a number of possible measures to mitigate those significant adverse impacts.

The City of Covington has established a Planned Action designation for the Hawk Property Subarea based on the Planned Action EIS (see **Exhibit A**). SEPA Rules indicate review of a Planned Action Project is intended to be simpler and more focused than for other projects (WAC 197-11-172). This **Exhibit B** provides a modified checklist form for Planned Action Project applicants to complete, as provided pursuant to RCW 43.21C.440.

MITIGATION DOCUMENT

A Mitigation Document is provided in **Attachment B-1** to this Exhibit B, and is also summarized in the environmental checklist. **Attachment B-1** establishes specific mitigation measures, based upon significant adverse impacts identified in the Planned Action EIS. These mitigation measures shall apply to future development proposals which are found consistent with the Planned Action thresholds in Subsection III.D of this Ordinance and the conceptual plans in Exhibit E of this Ordinance, and which are located within the Planned Action Area (see **Exhibit A**).

APPLICABLE PLANS AND REGULATIONS

The Planned Action EIS identifies specific regulations that act as mitigation measures. These are summarized by EIS topic in **Attachment B-2** to this Exhibit B and are advisory to applicants. All applicable federal, state, and local regulations shall apply to Planned Action Projects, including the regulations that are adopted with the Hawk Property Subarea Plan. Planned Action Project applicants shall comply with all adopted regulations where applicable, including those listed in the Planned Action EIS and those not included in the Planned Action EIS.

INSTRUCTIONS TO APPLICANTS

This environmental checklist below asks you to describe some basic information about your proposal. The City will use this checklist to determine whether the project is consistent with the analysis in the Hawk Property Planned Action EIS and qualifies as a Planned Action Project, or would otherwise require additional environmental review under SEPA. Answer the questions briefly, with the most precise information known, or give the best description you can. You must answer each question accurately and carefully, to the best of your knowledge. The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The City may ask you to explain your answers or provide additional information.

A. PROPOSAL DESCRIPTION

Date:			
Applicant:	Name/Company:	Phone #:	Cell #:
	Mailing Address:	Email Address:	
Property Owner:	Name/Company:	Phone #:	Cell #:
	Mailing Address:	Email Address:	
Property Address	Street:	City, State, Zip Code:	
Parcel Information	Assessor Parcel Number:	Property Size in Acres:	
Give a brief, complete description of your proposal.			

Property Zoning	District Name: _____	Building Type: _____	
Permits Requested (list all that apply)	<input type="checkbox"/> Land Use: _____	<input type="checkbox"/> Engineering: _____	
	<input type="checkbox"/> Building: _____	<input type="checkbox"/> Other: _____	
	All Applications Deemed Complete? Yes ___ No ___ Explain: _____		
Are there pending governmental approvals of other proposals directly affecting the property covered by your proposal? Yes ___ No ___ Explain: _____			
Existing Land Use	Describe Existing Uses on the Site: _____		
Proposed Land Use – Check and Circle All That Apply	<input type="checkbox"/> Single Family dwelling units	<input type="checkbox"/> Large Format Retail	
	<input type="checkbox"/> Townhome dwelling units	<input type="checkbox"/> Iconic/Local Retail	
	<input type="checkbox"/> Multi-family dwelling units	<input type="checkbox"/> Open Space, Parks, Plazas, Trails, Gathering Spaces	
	<input type="checkbox"/> Commercial	<input type="checkbox"/> Park and Ride	
Dwellings	# Existing Dwelling Units: _____	# Proposed Dwelling Units: _____	Proposed Density (du/ac): _____
	# ___ Dwelling Type _____	# ___ Type _____	
	# ___ Dwelling Type _____	# ___ Type _____	
Dwelling Threshold Total in Ordinance: 1,000 to 1,500		Dwelling Bank Remainder as of _____20___ _____ dwellings	
Non-residential Uses: Building Square Feet	Existing Square Feet: _____		Proposed Square Feet: _____
	Employment Square Feet in Ordinance: 680,000 to 850,000 square feet		Square Feet Remainder as of _____20___ _____ square feet
	Type of Employment:		
	<input type="checkbox"/> Large Format Retail Square Feet _____SF	<input type="checkbox"/> Iconic/Local Retail _____SF	<input type="checkbox"/> Commercial Office _____SF
	<input type="checkbox"/> Other (describe): _____SF		
Building Height	Existing Stories: _____ Existing Height in feet: _____	Proposed Stories: _____ Proposed Height in feet: _____	
Parking Spaces	Existing: _____	Proposed: _____	
PM Peak Hour Weekday Vehicle Trips	Existing Estimated Trips Total: _____	Future Estimated Trips Total: _____	Net New Trips: _____
	Maximum net new primary PM peak hour trips in Ordinance: 1,965 to 2,578		Trip Bank Remainder as of _____20___ _____ dwellings
	Source of Trip Rate: ITE Manual ___ Other ___		Transportation Impacts Determined Consistent with Ordinance Subsection III.D(3): Yes ___ No ___

Impervious Surfaces	Existing Square Feet or Acres:	Proposed Square Feet or Acres:
Proposed timing or schedule (including phasing).		
Describe plans for future additions, expansion, or further activity related to this proposal.		
List any available or pending environmental information directly related to this proposal.		

B. ENVIRONMENTAL CHECKLIST AND MITIGATION MEASURES

Earth Checklist and Mitigation Measures	
<p>1. Description of Conditions</p> <p>A. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____</p> <p>B. What is the steepest slope on the site (approximate percent slope)? _____</p> <p>C. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? _____</p> <p>_____</p>	<p>STAFF COMMENTS:</p>
<p>2. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.</p>	
<p>3. Has any part of the site been classified as a "geologically hazardous" area? (Check all that apply)</p> <p><input type="checkbox"/> Landslide Hazards</p> <p><input type="checkbox"/> Erosion Hazards</p> <p><input type="checkbox"/> Seismic Hazards</p> <p><input type="checkbox"/> Liquefaction Hazards</p> <p><input type="checkbox"/> Other: _____</p> <p>Describe: _____</p>	

<p>4. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.</p>	
<p>5. Proposed Measures to control impacts to earth, soils, and geologic hazardous areas:</p> <p>THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Site Specific Study <input type="checkbox"/> Ground improvement and foundation support requirements <input type="checkbox"/> Temporary Erosion and Sedimentation Control (TESC) measures and Best Management Practices to control erosion as required under the NPDES construction permit <input type="checkbox"/> Other: _____ 	

Surface Water and Groundwater Resources Checklist	
<p>6. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)?</p> <p>If yes, describe type of surface water body, including their name(s), stream classification, and whether there is a 100-year floodplain.</p> <p>If appropriate, state what stream or river the surface water body flows into.</p>	<p>STAFF COMMENTS:</p>
<p>7. Will the proposal require or result in (check all that apply and describe below):</p> <ul style="list-style-type: none"> <input type="checkbox"/> any work over, in, or adjacent to (within 200 feet) the described waters? <input type="checkbox"/> fill and dredge material that would be placed in or removed from surface water or wetlands? <input type="checkbox"/> surface water withdrawals or diversions? <input type="checkbox"/> discharges of waste materials to surface waters? <input type="checkbox"/> groundwater withdrawal or discharge? <input type="checkbox"/> waste materials entering ground or surface waters? <p>Describe:</p>	
<p>8. Describe the source of runoff (including storm water) and method of collection, treatment, and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.</p>	

<p>9. Is the area designated a critical aquifer recharge area? If so, please describe:</p>	
<p>10. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?</p>	
<p>11. What measures are proposed to reduce or control water resources/stormwater impacts?</p> <p>THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Low Impact Development (LID) techniques <input type="checkbox"/> Stormwater Manual Basic Water Quality menu <input type="checkbox"/> Stormwater Manual Enhanced Basic Water Quality menu <input type="checkbox"/> Stormwater Infiltration and pretreatment <input type="checkbox"/> Construction refueling containment measures <input type="checkbox"/> Wells decommissioned or property constructed <input type="checkbox"/> Best Management Practices (BMP) Plan <input type="checkbox"/> Native species landscaping <input type="checkbox"/> Demonstrate compliance with the 2008 City of Kent Draft Water System Plan Chapter 8: Wellhead Protection Program <p>Other: _____</p>	

Air Quality/GHG Checklist and Mitigation Measures	
<p>12. What types of emissions to the air would result from the proposal a) during construction and b) when the project is completed? Please describe and give quantities if known.</p>	STAFF COMMENTS:
<p>13. What measures are proposed to reduce or control air emissions?</p> <p>THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Air Quality Control Plans <input type="checkbox"/> Puget Sound Clean Air Agency Approval of Burning Slash <input type="checkbox"/> Greenhouse Gas Reduction Measures <input type="checkbox"/> Other: _____ <p>Explain how additional mitigation and Greenhouse Gas Reduction Measures are incorporated into the project, and which measures are not incorporated and why they are infeasible:</p>	

Plants and Animals Checklist and Mitigation Measures	
Plants and Habitat Checklist	STAFF COMMENTS:
<p>14. Check or circle types of vegetation found on the site:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Deciduous tree: Alder, maple, aspen, other _____ <input type="checkbox"/> Evergreen tree: Fir, cedar, pine, other _____ <input type="checkbox"/> Shrubs <input type="checkbox"/> Grass <input type="checkbox"/> Pasture <input type="checkbox"/> Crop or grain <input type="checkbox"/> Wet soil plants: Cattail, buttercup, bullrush, skunk cabbage, other _____ <input type="checkbox"/> Water plants: Water lily, eelgrass, milfoil, other _____ <input type="checkbox"/> Other types of vegetation: _____ 	
15. Are there wetlands on the property? Please describe their acreage and classification.	
16. Is there riparian habitat on the property?	
17. What kind and amount of vegetation will be removed or altered?	
18. List threatened or endangered species known to be on or near the site.	
19. Is the proposal consistent with critical area regulations? Please describe.	

<p>20. Proposed landscaping, use of native plants, buffers, or other measures to preserve or enhance vegetation on the site:</p> <p>THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Water quality <input type="checkbox"/> LID stormwater practices <input type="checkbox"/> Critical area protection/avoidance <input type="checkbox"/> Buffers consistent with regulations and placed in tract <input type="checkbox"/> Native landscaping <input type="checkbox"/> A long-term stewardship program for natural open spaces and critical areas <input type="checkbox"/> Other: _____ <p>Describe: _____</p>	<p>STAFF COMMENTS:</p>
Fish and Wildlife	
<p>21. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Birds: Hawk, heron, eagle, songbirds, other: _____ <input type="checkbox"/> Mammals: Deer, bear, elk, beaver, other: _____ <input type="checkbox"/> Fish: Bass, salmon, trout, herring, shellfish, other: _____ 	
<p>22. List any threatened or endangered species known to be on or near the site.</p>	
<p>23. Is the proposal consistent with standard critical area buffers? Please describe.</p>	
<p>24. Proposed measures to preserve or enhance fish and wildlife, if any:</p> <p>THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Native landscaping retained and added <input type="checkbox"/> Wildlife crossing <input type="checkbox"/> Critical area protection/avoidance <input type="checkbox"/> Other: _____ <p>Describe: _____</p>	

Noise Checklist and Mitigation Measures	
25. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?	STAFF COMMENTS:
26. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.	
<p>THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Chapter 8.20 of the Covington Municipal Code, Noise Control <input type="checkbox"/> Washington State Noise Control Act of 1974 (WAC 173-60) <input type="checkbox"/> Noise control plans <input type="checkbox"/> Construction noise reduction measures <input type="checkbox"/> Noise field measurements <input type="checkbox"/> Appropriate site design. For example, based on the Planned Action EIS analysis, with a 35-foot minimum setback to residential buildings or residential outdoor use areas, the modeled traffic noise levels at new dwellings would be less than the impact criteria. <input type="checkbox"/> Building materials and design (e.g. double pane windows) if exterior noise levels exceed local, state, or federal thresholds as studied in the Planned Action EIS. <input type="checkbox"/> Other: _____ Describe: _____	

Land Use Checklist	
27. What is the current use of the site and adjacent properties? (Add more explanation as needed beyond description in Part A.)	STAFF COMMENTS:
28. Describe any structures on the site. Will any structures be demolished? If so, what type, dwelling units, square feet?	
29. What is the current comprehensive plan designation of the site?	
30. What is the current zoning classification of the site?	
31. If applicable, what is the current shoreline master program designation of the site?	
32. What is the planned use of the site? List type of use, number of dwelling units and building square feet.	
33. What is the tallest height of any proposed structure(s)?	
34. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any. THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY): <input type="checkbox"/> Consistency with Hawk Property Subarea Plan as described below <input type="checkbox"/> Other: _____ Describe these measures and how they are incorporated into the development:	

Transportation Checklist	
<p>35. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.</p>	<p>STAFF COMMENTS:</p> <p>Verify that:</p> <ul style="list-style-type: none"> <input type="checkbox"/> The Planned Action Project applicant has submitted documentation of the trips, required improvements, impact fees and other mitigation in comparison to the Planned Action EIS and the Planned Action Ordinance. <input type="checkbox"/> The City has verified incremental and total trip generation.
<p>36. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?</p>	
<p>37. How many parking spaces would the completed project have? How many would the project eliminate?</p>	
<p>38. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).</p>	
<p>39. How many PM peak hour vehicular trips per day would be generated by the completed project? Attach appropriate documentation.</p>	
<p>40. Proposed measures to reduce or control transportation impacts, if any:</p> <p>THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Trips in Ordinance Subsection III.D(3)(a) are not exceeded, the project meets the Concurrency and Intersection Standards of Subsection III.D(3)(b), and that the project has mitigated impacts consistent with Subsection III.D (3)(c). <input type="checkbox"/> Installation of required improvements necessitated by development or that are part of Planned Action (e.g. spine road and associated intersection improvements). <input type="checkbox"/> Fair share contribution to improvements at City concurrency intersections and roads. <input type="checkbox"/> Other measures to reduce or control transportation impacts: _____ <p>Describe:</p>	

Public Services and Utilities Checklist	
41. Police Protection: Would the project increase demand for police services? Can City levels of service be met?	STAFF COMMENTS:
42. Fire and Emergency Services: Would the project increase demand for fire and/or emergency services? Can levels of services be met?	
43. Schools: Would the project result in an increase in demand for school services? Can levels of services be met? Is an impact fee required?	
44. Parks and Recreation: Would the project require an increase in demand for parks and recreation? Can levels of services be met? Are parks and trails provided consistent with the Planned Action EIS Alternatives? Is an impact fee required?	
45. Water Supply: Would the project result in an increased need for water supply or fire flow pressure? Can levels of service be met?	
46. Wastewater: Would the project result in an increased need for wastewater services? Can levels of service be met?	
47. Other Public Services and Utilities: Would the project require an increase in demand for other services and utilities? Can levels of services be met?	
48. Proposed measures to reduce or control direct impacts on public services. THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY): <input type="checkbox"/> Police Services: Adequate levels of service available to serve development (verified by levels of service studied in the Planned Action EIS and City contract with King County Sheriff Office). <input type="checkbox"/> Fire Services: Mitigation agreement between the developer and Kent Regional Fire Authority. <input type="checkbox"/> Parks and Recreation: Park space and trails are provided to be consistent with both the LOS standards of the Parks and Recreation Element of the Comprehensive Plan and with the requirements of CMC 18.35.150 and this Planned Action Ordinance. <input type="checkbox"/> Water and Wastewater: Adequate service at the time of development. <input type="checkbox"/> Other Measures to reduce or control public services and utilities impacts: _____ Describe:	

ADDITIONAL ENVIRONMENTAL TOPICS

Historic and Cultural Preservation	
49. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.	STAFF COMMENTS:
50. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.	
<p>51. Proposed measures to reduce or control impacts to historic or cultural resources, if any:</p> <p>THE APPLICATION INCLUDES MITIGATION MEASURES AS REQUIRED IN ATTACHMENT B-1 MITIGATION REQUIRED FOR DEVELOPMENT APPLICATIONS, AND ATTACHMENT B-2 APPLICABLE REGULATIONS AND COMMITMENTS, INCLUDING ALL RELEVANT CITY PLANS AND CODES IN EFFECT AT THE TIME OF APPLICATION (CHECK ALL THAT APPLY):</p> <ul style="list-style-type: none"> <input type="checkbox"/> Condition to stop construction if remains of historic or archeological significance are found. <input type="checkbox"/> Consultation with the Washington State Department of Archaeology and Historic Preservation. <input type="checkbox"/> Where project is proposed on or immediately surrounding a site containing an archaeological resource a study is conducted by a qualified professional archaeologist <p>Describe:</p>	

C. APPLICANT SIGNATURE

I DECLARE UNDER PENALTY OF THE PERJURY LAWS THAT THE INFORMATION I HAVE PROVIDED ON THIS FORM/APPLICATION IS TRUE CORRECT AND COMPLETE. I UNDERSTAND THAT THE LEAD AGENCY IS RELYING ON THEM TO MAKE ITS DECISION.

Signature:	
Date:	

D. REVIEW CRITERIA

Review Criteria

The City’s SEPA Responsible Official may designate Planned Action Projects consistent with Subsection III.E of this Ordinance, if all of the following criteria are met.

Criteria	Describe how your application and proposed development meets the criteria.
(a) The proposal is located within the Planned Action area identified in Exhibit A.	
(b) The proposed uses and densities are consistent with those described in the Planned Action EIS and Subsection III.D of this Ordinance.	
(c) The proposal is within the Planned Action thresholds and other criteria of Subsection III.D of this Ordinance.	
(d) The proposal is consistent with the Hawk Property Subarea Plan and the Covington Comprehensive Plan.	
(e) The proposal’s significant adverse environmental impacts were identified in the Planned Action EIS.	
(f) The proposal’s significant adverse impacts have been mitigated by the application of the measures identified in this Exhibit B, Subsection III.D of this Ordinance, and other applicable city regulations, together with any modifications or variances or special permits that may be required.	
(g) The proposal complies with all applicable local, state, and/or federal laws and regulations and the SEPA Responsible Official determines that these constitute adequate mitigation.	

Criteria	Describe how your application and proposed development meets the criteria.
(h) The proposal is not an essential public facility as defined by RCW 36.70A.200(1) unless an essential public facility is accessory to or part of a development that is designated a Planned Action Project under Subsection III.E of this Ordinance.	

Determination Criteria

Applications for Planned Actions Projects shall be reviewed pursuant to the process in Subsection III.G of this Ordinance.

Requirement	Staff Comments
Applications for Planned Action Projects shall be made on forms provided by the City and shall include the Subarea SEPA checklist included in this Exhibit B.	
A conceptual site plan consistent with Subsection III.G(3) of this Ordinance demonstrates how the Planned Action Project is consistent with the overall site plan and Planned Action EIS conceptual alternatives in Exhibit E of this Ordinance.	
The application has been deemed complete in accordance with Title 14 CMC, Planning and Development.	
The application is for a project within the Planned Action Area defined in Exhibit A of this Ordinance.	
The proposed use(s) are listed in Subsection III.D of this Ordinance and qualify as a Planned Action.	

E. SEPA RESPONSIBLE OFFICIAL DETERMINATION

A. Determination of Consistency - Qualifies as a Planned Action Project: The application is consistent with the criteria set forth in this Hawk Property Planned Action Ordinance and has been determined to qualify as a Planned Action Project.

The project and underlying permit(s) review shall proceed in accordance with the applicable permit review procedures specified within Title 14 CMC, Planning and Development, except that no SEPA threshold determination, EIS, or additional SEPA review shall be required.

Notice of the Planned Action Determination of Consistency shall be made according to the notice requirements of the underlying project permit(s) pursuant to Title 14 CMC, Planning and Development. If notice is not otherwise required for the underlying project permit(s), no special notice is required.

SEPA Responsible Official Signature:	
Date:	

B. Determination of Inconsistency - Does not Qualify as Planned Action Project: The application is not consistent with the criteria set forth in this Hawk Property Planned Action Ordinance and has been determined to not qualify as a Planned Action Project for the following reasons:

Projects that fail to qualify as Planned Action Projects may incorporate or otherwise use relevant elements of the Planned Action EIS, as well as other relevant SEPA documents, to meet their SEPA requirements. The SEPA Responsible Official may limit the scope of SEPA review for the non-qualifying project to those issues and environmental impacts not previously addressed in the Planned Action EIS.

SEPA Process Prescribed: _____

SEPA Responsible Official Signature:	
Date:	

ATTACHMENT B-1

Mitigation Required for Development Applications

INTRODUCTION

The Planned Action EIS has identified significant beneficial and adverse impacts that are anticipated to occur with the future development of the Planned Action Area, together with a number of possible measures to mitigate those significant adverse impacts. Please see Final EIS Chapter 1 Summary for a description of impacts, mitigation measures, and significant unavoidable adverse impacts.

A Mitigation Document is provided in this **Attachment B-1** to establish specific mitigation measures based upon significant adverse impacts identified in the Planned Action EIS. The mitigation measures in this **Attachment B-1** shall apply to Planned Action Project applications that are consistent with the Preferred Alternative range reviewed in the Planned Action EIS and which are located within the Planned Action Area (see **Exhibit A**).

Where a mitigation measure includes the words “shall” or “will,” inclusion of that measure in Planned Action Project application plans is mandatory in order to qualify as a Planned Action Project. Where “should” or “would” appear, the mitigation measure may be considered by the project applicant as a source of additional mitigation, as feasible or necessary, to ensure that a project qualifies as a Planned Action Project. Unless stated specifically otherwise, the mitigation measures that require preparation of plans, conduct of studies, construction of improvements, conduct of maintenance activities, etc., are the responsibility of the applicant or designee to fund and/or perform.

Any and all references to decisions to be made or actions to be taken by the City’s SEPA Responsible Official may also be performed by the City’s SEPA Responsible Official’s authorized designee.

MITIGATION MEASURES

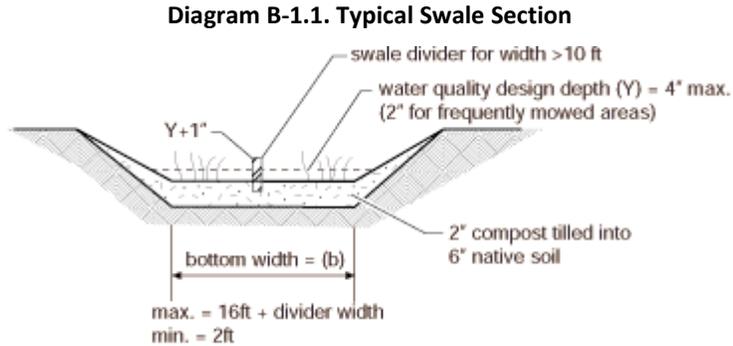
No.	Topic and Mitigation Measure
Earth	
1.	<p>GEOLOGIC HAZARDS</p> <p>The City shall condition Planned Action Projects to be consistent with City codes and to limit impacts from geologic hazards and provide sufficient foundation support.</p> <ul style="list-style-type: none">• Specific foundation support systems to be used for onsite improvements will be determined as part of the specific design and permitting of infrastructure and individual buildings associated with future site development.• Site-specific studies and evaluations shall be conducted in accordance with Covington Municipal Code requirements and the provisions of the 2012 International Building Code (IBC) or current version in effect at the time of development application.• Mitigation measures to limit impacts from geologic hazards and associated foundation support considerations shall be identified in the site-specific study.

No.	Topic and Mitigation Measure
2.	<p data-bbox="277 212 500 233">STEEP SLOPES / LANDSLIDES</p> <p data-bbox="277 254 1503 317">The City shall condition Planned Action Projects to be consistent with City codes and to limit impacts regarding slope stability.</p> <ul data-bbox="326 338 1503 705" style="list-style-type: none"><li data-bbox="326 338 1503 411">• Development adjacent to steep slopes shall require site-specific slope stability analyses prior to construction (CMC, Sections 18.65.280 and 18.65.310).<li data-bbox="326 453 1503 558">• If post reclamation slopes are assessed and found to require stabilization near any future structure, action shall be taken to mitigate slope instability concerns during the design and permitting for those structures.<li data-bbox="326 600 1503 705">• Mitigation measures shall be incorporated based on the findings of the site-specific slope stability analyses, and may include but are not limited to retaining walls, structure setbacks, buttresses, and cutting and filling to establish flatter grades.
3.	<p data-bbox="277 726 350 747">EROSION</p> <p data-bbox="277 768 1455 789">The City shall condition Planned Action Projects to be consistent with City codes and to limit erosion impacts.</p> <ul data-bbox="326 821 1503 1734" style="list-style-type: none"><li data-bbox="326 821 1503 999">• During construction, contractors shall employ Temporary Erosion and Sedimentation Control (TESC) measures and Best Management Practices (BMPs) to control erosion as required under the National Pollutant Discharge Elimination System (NPDES) construction permit. These measures shall be consistent with the City of Covington critical area and grading regulations (CMC, Chapter 18.60 and Section 18.65.220).<li data-bbox="326 1041 1503 1734">• City conditions on Planned Action Projects to limit erosion impacts may include, but are not limited to, the following:<ul data-bbox="415 1136 1503 1734" style="list-style-type: none"><li data-bbox="415 1136 756 1157">○ Minimize areas of exposure.<li data-bbox="415 1178 1300 1209">○ Schedule earthwork during drier times of the year (May 1st to September 30th).<li data-bbox="415 1241 821 1262">○ Retain vegetation where possible.<li data-bbox="415 1293 1430 1314">○ Seed or plant appropriate vegetation on exposed areas as soon as earthwork is completed.<li data-bbox="415 1346 1503 1409">○ Route surface water through temporary drainage channels around and away from disturbed soils or exposed slopes.<li data-bbox="415 1440 1503 1503">○ Use silt fences, temporary sedimentation ponds, or other suitable sedimentation control devices to collect and retain possible eroded material.<li data-bbox="415 1535 1503 1598">○ Cover exposed soil stockpiles with plastic sheeting and exposed slopes with mulching, blankets, or plastic sheeting, as appropriate.<li data-bbox="415 1619 1162 1640">○ Intercept and drain water from any surface seeps, if encountered.<li data-bbox="415 1671 1503 1734">○ Incorporate contract provisions allowing temporary cessation of work under certain, limited circumstances, if weather conditions warrant.
4.	<p data-bbox="277 1755 391 1776">LIQUEFACTION</p> <p data-bbox="277 1797 1503 1860">The City shall condition Planned Action Projects to be consistent with City codes and to limit potential liquefaction impacts.</p> <ul data-bbox="326 1881 1503 1915" style="list-style-type: none"><li data-bbox="326 1881 1503 1915">• At the time of application, Planned Action Projects shall demonstrate the completed reclamation has

No.	Topic and Mitigation Measure
	<p>implemented high quality, well-compacted crushed rock or gravel fill material during reclamation to significantly reduce the potential for soil liquefaction.</p> <ul style="list-style-type: none"> Ground improvement and foundation support requirements shall be determined as part of the design and permit approval process for each future onsite development project. The site specific evaluation by a licensed geotechnical engineer shall identify additional techniques to reduce liquefaction impacts. Several methods of ground improvement are available, including stone columns, vibro-compaction, vibro-replacement, deep soil mixing, compaction grouting, and others. Selection of the appropriate deep foundation or ground improvement technique is location-specific at the site and would depend on a number of factors that would be considered during design and permitting of the future structures.
5.	<p>STRUCTURE SETTLEMENT UNDER STATIC LOADS</p> <p>At the time of application, Planned Action Projects shall demonstrate to the City's SEPA Responsible Official's satisfaction that the completed reclamation has implemented high quality, well-compacted crushed rock or gravel fill material to reduce the potential for future structure settlement.</p> <ul style="list-style-type: none"> Site structures will require site-specific geotechnical studies by a licensed geotechnical engineer in order to design appropriate foundation systems under the City's building permit process. Although not associated with a specific environmental hazard, structure settlement shall be mitigated during the design and permitting for individual future structures. For multi-story structures, total and differential settlements could be accommodated by founding the structures on deep foundations or by implementing ground improvement techniques. Soil preloading/surcharging could likely be used to reduce total and differential settlements to within tolerable levels for utilities and single-story structures. Alternatively, lightly loaded structures could potentially be founded on mat foundations with flexible utility connections that would limit the potential adverse effect of differential settlement. Deep foundation options include driven piles and drilled shafts.
Surface Water Resources	
6.	<p>STORMWATER QUALITY: BASIC WATER QUALITY MENU</p> <p>Planned Action Projects shall avoid or minimize direct discharge to surface water bodies as required by the City's SEPA Responsible Official.</p> <ul style="list-style-type: none"> As required, Planned Action Projects shall accomplish, at a minimum, water quality treatment using the Basic Water Quality menu from 2012 Stormwater Management Manual for Western Washington, or the manual in effect at the time of development applications; at the City's SEPA Responsible Official's discretion, the Enhanced Water Quality menu in Mitigation Measure 7 herein may instead be employed to minimize potential water quality impacts of Planned Action development. The goal of this treatment is to remove 80% of total suspended solids (TSS) for influent concentrations that are greater than 100 mg/l, but less than 200 mg/l. Ecology encourages the design and operation of treatment facilities that engage a bypass at flow rates higher than the water quality design flow rate as long as the reduction in TSS loading exceeds that achieved with initiating bypass at the water quality design flow rate. There are several options for the basic water quality menu, and a biofiltration swale is the most likely option to be implemented due to its cost effectiveness and aesthetics to satisfy the basic water quality protection requirement. Biofilters are vegetated treatment systems (typically grass) that remove pollutants by means of sedimentation, filtration, soil absorption, and/or plant uptake. They are typically configured as swales or flat filter strips and designed to remove low concentrations and

No. Topic and Mitigation Measure

quantities of TSS, heavy metals, petroleum hydrocarbons, and/or nutrients from stormwater (SMMWW 2012). A biofilter can be used as a basic treatment BMP for contaminated stormwater runoff from roadways, driveways, parking lots, and highly impervious ultra-urban areas, or as the first stage of a treatment train. In cases where hydrocarbons, high TSS, or debris would be present in the runoff, such as high-use sites, a pretreatment system for those components would be necessary. Diagram B-1.1. below shows the typical swale section (SMMWW 2012).



7. STORMWATER QUALITY: ENHANCED BASIC WATER QUALITY MENU

Consistent with the 2012 Stormwater Management Manual for Western Washington, or the manual in effect at the time of development applications, where the development is more intensive, such as a park and ride, commercial, and multifamily areas, or when required by the City’s SEPA Responsible Official to reduce water quality impacts of any type of Planned Action Project pursuant to Mitigation Measure 6 herein, the Enhanced Basic Water Quality menu shall be applied to this project site, where an enhanced level of treatment is required for those development sites or portions thereof that generate the highest concentrations of metals in stormwater runoff.

- Based on a review of dissolved metals removal of basic treatment options, a “higher rate of removal” is currently defined as greater than 30% dissolved copper removal and greater than 60% dissolved zinc removal. For the enhanced treatment menu, there are a couple options that will satisfy the enhanced treatment requirements, such as: infiltration, large sand filter, stormwater treatment wetland, compost-amended vegetated filter strip, two facility treatment trains, bioretention, media filter drain, and emerging stormwater treatment technologies.

Groundwater Resources

8. REFUELING AND SECONDARY CONTAINMENT

During site construction, equipment refueling shall be located in a specific designated location and include secondary containment in the event of a spill, including spill kits and associated equipment.

- Fuel storage shall not occur on-site during construction.
- In the event of an on-site spill, contractors shall provide notification to the Washington State Department of Ecology, the City of Covington, and City of Kent, identifying that the spill area is located adjacent to an aquifer protection area.

9. INFILTRATION

Potential impacts due to reduced recharge shall be mitigated by stormwater detention and infiltration design and construction considerations per Surface Water Resources Mitigation Measures 6 and 7 herein.

- Site soils are well drained and suitable for infiltration; infiltration shall be required with pretreatment of

No.	Topic and Mitigation Measure
	<p>stormwater inflows.</p> <ul style="list-style-type: none"> Given the potential creation of impervious area on the site, natural recharge from critical areas and the pond shall be protected, such as through the use of stormwater infiltration methods, which could significantly reduce potential impacts due to loss of groundwater recharge. Following the 2012 Stormwater Manual, or the manual in effect at the time of development application, stormwater designs for the sub-area shall be optimized by separating roof runoff from other pollution-generating impervious surfaces.
10.	<p>SIGNAGE</p> <p>To increase public awareness, the applicant shall post signage in appropriate locations in the development stating, “protect groundwater, it’s the water you drink,” or equivalent language. These signs should be placed adjacent to any stormwater facility with infiltration or overflow to the pond or critical areas.</p>
11.	<p>WELL DECOMMISSIONING</p> <p>Any abandoned wells on the site shall be decommissioned consistent with requirements from the Washington State Department of Ecology. If retained, Planned Action Projects shall demonstrate that existing wells, properly constructed with sanitary seals and steel casing, would not pose significant adverse risks to groundwater resources.</p>
12.	<p>AUTO RELATED USES AND BMP PLAN</p> <p>A Best Management Practices (BMPs) Plan shall be developed for the entire property by the Planned Action Project applicant, especially addressing planned fueling areas, gas stations, and any associated automotive services, to protect groundwater resources.</p>
13.	<p>NO NET LOSS OF RECHARGE</p> <p>Stormwater management facilities shall be designed by the Planned Action Project applicant to maintain a no net loss of recharge to the aquifer. All stormwater shall be treated appropriately to the satisfaction of the City’s SEPA Responsible Official to avoid any potential degradation to groundwater resources.</p>
14.	<p>LANDSCAPE MANAGEMENT AND WATER CONSERVATION</p> <p>Any landscaping associated with Planned Action Projects shall consist of native species to reduce the potential use of pesticide/fertilizer application. Native vegetation shall be incorporated to promote water conservation, as these species require less irrigation.</p>
15.	<p>CONSULTATION – WELLHEAD PROTECTION</p> <p>Planned Action Project applicants shall demonstrate that the applicant has consulted with the City of Kent regarding compliance with the 2008 City of Kent Draft Water System Plan Chapter 8: Wellhead Protection Program, as it applies to a portion of the Hawk Property Subarea, to the satisfaction of the City’s SEPA Responsible Official.</p>
Air Quality	
16.	<p>CONSTRUCTION EMISSION CONTROL</p> <p>The City shall require all Planned Action Project construction contractors to implement air quality control plans for construction activities in the Planned Action Area.</p> <ul style="list-style-type: none"> The air quality control plans, specific to dust control, shall commit the Planned Action Project construction crews to implement all reasonable control measures described in the <i>Associated General Contractors of Washington’s Guide to Handling Fugitive Dust from Construction Projects</i>. Copies of that

No.	Topic and Mitigation Measure										
	<p>guidance document are distributed by the Puget Sound Clean Air Agency (PSCAA).</p> <ul style="list-style-type: none"> • The air quality control plans shall include the following BMPs to control fugitive dust and odors emitted by diesel construction equipment. <ul style="list-style-type: none"> ○ Use water sprays or other non-toxic dust control methods on unpaved roadways. ○ Minimize vehicle speed while traveling on unpaved surfaces. ○ Prevent track-out of mud onto public streets. ○ Cover soil piles when practical. ○ Minimize work during periods of high winds when practical. 										
17.	<p>CONSTRUCTION TAILPIPE EMISSIONS</p> <p>The following mitigation measures shall be used by Planned Action Project construction contractors to minimize air quality and odor issues caused by tailpipe emissions:</p> <ul style="list-style-type: none"> • Maintain the engines of construction equipment according to manufacturers' specifications. • Minimize idling of equipment while the equipment is not in use. 										
18.	<p>HAUL TRAFFIC SCHEDULING</p> <p>If there is heavy traffic during some periods of the day, Planned Action Project construction contractors shall schedule haul traffic during off-peak times that would have the least effect on traffic and would minimize indirect increases in traffic related emissions.</p>										
19.	<p>SLASH OR DEMOLITION DEBRIS</p> <p>Burning of slash or demolition debris shall not be permitted by Planned Action Project construction contractors without express approval from PSCAA.</p>										
20.	<p>GREENHOUSE GAS REDUCTION MEASURES</p> <p>The City shall require Planned Action Project applicants to implement additional trip-reduction measures and energy conservation measures in Planned Action Projects to reduce greenhouse gas (GHG) emissions. The City shall require Planned Action Project applicants to evaluate the GHG reduction measures shown in Table B-1.1 below for their projects and to document, to the satisfaction of the City's SEPA Responsible Official, which measures are incorporated and which measures are infeasible and not incorporated.</p> <p>Table B-1.1 below lists a variety of mitigation measures that could reduce GHG emissions caused by transportation facilities, building construction, space heating, and electricity usage (Ecology 2008b) and where the emission reductions might occur.</p> <p align="center">Table B-1.1. Potential Greenhouse Gas Reduction Mitigation Measures</p> <table border="1"> <thead> <tr> <th data-bbox="277 1619 496 1646">Reduction Measures</th> <th data-bbox="857 1619 964 1646">Comments</th> </tr> </thead> <tbody> <tr> <td colspan="2" data-bbox="277 1661 402 1688">Site Design</td> </tr> <tr> <td data-bbox="277 1703 716 1730">Retain and enhance vegetated open spaces.</td> <td data-bbox="857 1703 1289 1730">Retains or increases sequestration by plants.</td> </tr> <tr> <td data-bbox="277 1751 792 1808">Plant trees and vegetation near structures to shade buildings.</td> <td data-bbox="857 1751 1425 1808">Reduces on-site fuel combustion emissions and purchased electricity, and enhances carbon sinks.</td> </tr> <tr> <td data-bbox="277 1818 565 1845">Minimize building footprint.</td> <td data-bbox="857 1818 1435 1896">Reduces on-site fuel combustion emissions and purchased electricity consumption, materials used, maintenance, land disturbance, and direct construction emissions.</td> </tr> </tbody> </table>	Reduction Measures	Comments	Site Design		Retain and enhance vegetated open spaces.	Retains or increases sequestration by plants.	Plant trees and vegetation near structures to shade buildings.	Reduces on-site fuel combustion emissions and purchased electricity, and enhances carbon sinks.	Minimize building footprint.	Reduces on-site fuel combustion emissions and purchased electricity consumption, materials used, maintenance, land disturbance, and direct construction emissions.
Reduction Measures	Comments										
Site Design											
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Minimize building footprint.	Reduces on-site fuel combustion emissions and purchased electricity consumption, materials used, maintenance, land disturbance, and direct construction emissions.										

No.	Topic and Mitigation Measure	
	Design water efficient landscaping.	Minimizes water consumption, purchased energy, and upstream emissions from water management.
	Minimize energy use through building orientation.	Reduces on-site fuel combustion emissions and purchased electricity consumption.
Building Design and Operations		
	Apply LEED standards (or equivalent) for design and operations.	Reduces on-site fuel combustion emissions and off-site/indirect purchased electricity, water use, waste disposal.
	Purchase Energy Star equipment and appliances for public agency use.	Reduces on-site fuel combustion emissions and purchased electricity consumption.
	Incorporate on-site renewable energy production, including installation of photovoltaic cells or other solar options.	Reduces on-site fuel combustion emissions and purchased electricity consumption.
	Design street lights to use energy-efficient bulbs and fixtures.	Reduces purchased electricity.
	Construct "green roofs" and use high-albedo roofing materials.	Reduces on-site fuel combustion emissions and purchased electricity consumption.
	Install high-efficiency HVAC systems.	Minimizes fuel combustion and purchased electricity consumption.
	Eliminate or reduce use of refrigerants in HVAC systems.	Reduces fugitive emissions. Compare refrigerant usage before/after to determine GHG reduction.
	Maximize interior day lighting through floor plates, increased building perimeter and use of skylights, celestories, and light wells.	Increases natural/day lighting initiatives and reduces purchased electrical energy consumption.
	Incorporate energy efficiency technology such as super insulation motion sensors for lighting and climate-control-efficient, directed exterior lighting.	Reduces fuel combustion and purchased electricity consumption.
	Use water-conserving fixtures that surpass building code requirements.	Reduces water consumption.
	Reuse gray water and/or collect and reuse rainwater.	Reduces water consumption with its indirect upstream electricity requirements.
	Use recycled building materials and products.	Reduces extraction of purchased materials, possibly reduces transportation of materials, encourages recycling and reduction of solid waste disposal.
	Use building materials that are extracted and/or manufactured within the region.	Reduces transportation of purchased materials.
	Use rapidly renewable building materials.	Reduces emissions from extraction of purchased materials.
	Conduct third-party building commissioning to ensure energy performance.	Reduces fuel combustion and purchased electricity consumption.
	Track energy performance of building and develop strategy to maintain efficiency.	Reduces fuel combustion and purchased electricity consumption.
Transportation		
	Size parking capacity to not exceed local parking requirements and, where possible, seek reductions in parking supply through special permits or waivers.	Reduced parking discourages auto-dependent travel, encouraging alternative modes such as transit, walking, and biking. Reduces direct and indirect VMT.
	Develop and implement a marketing/information program that includes posting and distribution of ridesharing/transit information.	Reduces direct and indirect VMT.

No.	Topic and Mitigation Measure	
	Subsidize transit passes. Reduce employee trips during peak periods through alternative work schedules, telecommuting, and/or flex time. Provide a guaranteed-ride-home program.	Reduces employee VMT.
	Provide bicycle storage and showers/changing rooms.	Reduces employee VMT.
	Use traffic signalization and coordination to improve traffic flow and support pedestrian and bicycle safety.	Reduces transportation emissions and VMT.
	Apply advanced technology systems and management strategies to improve operational efficiency of local streets.	Reduces emissions from transportation by minimizing idling and maximizing transportation routes/systems for fuel efficiency.
	Develop shuttle systems around business district parking garages to reduce congestion and create shorter commutes.	Reduces idling fuel emissions and direct and indirect VMT.
<hr/> Source: Ecology 2008b LEED = Leadership in Energy and Environmental Design; HVAC = heating, ventilation, and air-conditioning		

21.

ADDITIONAL GREENHOUSE GAS REDUCTION MEASURES

The City shall require Planned Action Project applicants to evaluate the reduction measures shown in Table B-1.2 below for their projects and to document, to the satisfaction of the City’s SEPA Responsible official, which measures are incorporated and which measures are infeasible and not incorporated.

Table B-1.2 lists the emission reduction measures developed by Sacramento Metropolitan Air Quality Management District (SMAQMD 2010). The Table lists SMAQMD’s estimated “mitigation points” value, where each point value corresponds to the percent reduction in emissions. For example, a mitigation point value of 1.0 corresponds to a 1% reduction in land-use-related emissions. SMAQMD developed this Table to quantify reductions in criteria pollutant emissions, but the listed measures would also generally reduce GHG emissions. These mitigation points are for informational purposes only to demonstrate to the applicant and the City’s SEPA Responsible Official which measures have the potential to reduce emissions more than other measures.

Table B-1.2 SMAQMD Recommended Measures for Land Use Emission Reductions

Measure Number	Title	Description	Mitigation Points (% Reduction in Emissions)
Bicycle/Pedestrian/Transit Measures			
a.	Bike parking	Non-residential projects provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand.	0.625
b.	End of trip facilities	Non-residential projects provide “end-of-trip” facilities including showers, lockers, and changing space.	0.625
c.	Bike parking at multi-unit residential	Long-term bicycle parking is provided at apartment complexes or condominiums without garages.	0.625
d.	Proximity to bike path/bike lanes	Entire project is located within 1/2 mile of an existing bike lane and project design includes a comparable network that connects the project uses to the existing offsite facility.	0.625
e.	Pedestrian network	The project provides a pedestrian access network that internally links all uses and connects to all existing or planned external streets and pedestrian facilities contiguous with the subarea.	1.0

No.	Topic and Mitigation Measure		
f.	Pedestrian barriers minimized	Site design and building placement minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping, and slopes between residential and non-residential uses that impede bicycle or pedestrian circulation are eliminated.	1.0
g.	Bus shelter for existing transit service	Bus or Streetcar service provides headways of one hour or less for stops within 1/4 mile; project provides safe and convenient bicycle/pedestrian access to transit stop(s) and provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting).	0.25-1.0
h.	Bus shelter for planned transit service	Project provides transit stops with safe and convenient bicycle/pedestrian access. Project provides essential transit stop improvements (i.e., shelters, route information, benches, and lighting) in anticipation of future transit service.	0.25
i.	Traffic calming	Project design includes pedestrian/bicycle safety and traffic calming measures in excess of jurisdiction requirements. Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips by featuring traffic calming features.	0.25-1.0
Parking Measures			
j.	Paid parking	Employee and/or customer paid parking system	1.0-7.2
k.	Parking cash out	Employer provides employees with a choice of forgoing subsidized parking for a cash payment equivalent to the cost of the parking space to the employer.	0.6-4.5
l.	Minimum parking	Provide minimum amount of parking required. Special review of parking required.	0.1-6.0
m.	Parking reduction beyond code	Provide parking reduction less than code. Special review of parking required. Recommend a Shared Parking strategy.	0.1-12
n.	Pedestrian pathway through parking	Provide a parking lot design that includes clearly marked and shaded pedestrian pathways between transit facilities and building entrances.	0.5
o.	Off street parking	Parking facilities are not adjacent to street frontage.	0.1-1.5
Site Design Measures			
p.	Office/Mixed-use density	Project provides high density office or mixed-use proximate to transit.	0.1-2.0
q.	Orientation to existing transit, bikeway, or pedestrian corridor	Project is oriented towards existing transit, bicycle, or pedestrian corridor. Setback distance is minimized.	0.5
r.	Orientation toward planned transit, bikeway, or pedestrian corridor	Project is oriented towards planned transit, bicycle, or pedestrian corridor. Setback distance is minimized.	0.25
s.	Residential density	Project provides high-density residential development.	1.0-12
t.	Street grid	Multiple and direct street routing (grid style).	1.0

No.	Topic and Mitigation Measure		
u.	Neighborhood electric vehicle access	Make physical development consistent with requirements for neighborhood electric vehicles.	0.5-1.5
v.	Affordable housing component	Residential development projects of 5 or more dwelling units provide a deed-restricted low-income housing component on-site.	0.6-4.0
Mixed-use Measures			
w.	Urban mixed-use	Development of projects predominantly characterized by properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with functional interrelationships and a coherent physical design.	3.0-9.0
x.	Suburban mixed-use	Have at least three of the following on site and/or offsite within ¼ mile: Residential Development, Retail Development, Park, Open Space, or Office.	3.0
y.	Other mixed-use	All residential units are within ¼ mile of parks, schools or other civic uses.	1.0
Building Component Measures			
z.	No fireplace	Project does not feature fireplaces or wood burning stoves.	1.0
aa.	Reserved for future measure		
bb.	Energy Star roof	Install Energy Star labeled roof materials.	0.5-1.0
cc.	Onsite renewable energy system	Project provides onsite renewable energy system(s).	1.0-3.0
dd.	Solar orientation	Orient 75 or more percent of homes and/or buildings to face either north or south (within 30 degrees of N/S).	0.5
ee.	Non-roof surfaces	Provide shade (within 5 years) and/or use light-colored/high-albedo materials (reflectance of at least 0.3) and/or open grid pavement for at least 30% of the site's non-roof impervious surfaces, including parking lots, walkways, plazas, etc.; OR place a minimum of 50% of parking spaces underground or covered by structured parking; OR use an open-grid pavement system (less than 50% impervious) for a minimum of 50% of the parking lot area. Unshaded parking lot areas, driveways, fire lanes, and other paved areas have a minimum albedo of .3 or greater.	1.0
ff.	Green roof	Install a vegetated roof that covers at least 50% of roof area.	0.5
TDM and Miscellaneous Measures			
gg.	Transportation Management Association membership	Include permanent TMA membership and funding requirement. Funding to be provided by non-revocable funding mechanism.	5.0

No.	Topic and Mitigation Measure		
hh.	Electric lawnmower	Provide a complimentary electric lawnmower to each residential buyer.	1.0
ii.	Other	Other proposed strategies, in consultation City of Covington and other agencies with expertise.	To Be Determined
Source: SMAQMD, 2010			
Plants and Animals			
22.	<p>WATER QUALITY AND BASE FLOW</p> <p>In addition to the mitigation measures identified in the Surface Water and Groundwater sections herein, Planned Action Projects shall be implement the following to avoid aquatic habitat degradation:</p> <ul style="list-style-type: none"> • Runoff shall be captured, treated, and, where feasible, infiltrated to prevent poor water quality spikes. Untreated urban runoff contains metals and polycyclic aromatic hydrocarbons (PAHs), which has been shown to adversely affect salmon, particularly Coho salmon (Feist, B. et al 2011; McIntyre, J. et al. 2012). • To further reduce impacts to base flow and salmonids, the City shall limit impervious surface increases based on zoning standards. • Planned Action Projects shall follow the 2012 Ecology Stormwater Manual, including LID practices, or successor manual in effect at the time of the development application. 		
23.	<p>CRITICAL AREAS—RIPARIAN CORRIDOR/WETLAND</p> <p>Consistent with Planned Action EIS Alternatives illustrated in Exhibit E of this Ordinance, Planned Action Project applicants shall demonstrate that the riparian corridor, including Jenkins Creek and associated wetlands, are retained and, where appropriate, enhanced and that the Planned Action Project is consistent with adopted critical area regulations.</p> <ul style="list-style-type: none"> • To further protect the wetland/riparian corridor, critical areas shall be put under a protective easement or non-buildable tract, dedicated to the City or a conservation organization approved by the City. • Planned Action Project applicants shall demonstrate consistency with Hawk Property Subarea Plan policies to minimize tree removal in critical areas and their buffers for the purposes of trails, utility corridors, and similar infrastructure through application of mitigation sequencing and consistency with critical area regulation standards. New utilities shall follow the 204th Avenue SE Connector road alignment to the extent feasible. • Once the baseline impacts necessary for construction of the arterial street, trails, and other infrastructure, such as utilities, are determined, the modified buffer shall be placed in an easement or a non-buildable tract, dedicated to the City or a conservation organization approved by the City, to effectively protect it in perpetuity and to prevent future incremental impacts as adjacent land is developed. The non-buildable tract shall be recorded with King County and dedicated to the City of Covington or an approved conservation group. Additional buffer protection shall be provided by applying the wider King County buffer to Wetland A (which is contiguous with Jenkins Creek) following annexation. 		

No.	Topic and Mitigation Measure
24.	<p data-bbox="274 212 477 233">STEWARDSHIP PROGRAM</p> <p data-bbox="274 254 1503 352">A stewardship program for natural open spaces and critical areas shall be created by Planned Action Project applicants at the time easements or tracts are approved for the site and prior to development occurring within 500 feet of the onsite critical areas.</p> <ul data-bbox="324 380 1503 779" style="list-style-type: none"><li data-bbox="324 380 1503 554">• The stewardship program shall set forth five-year goals and requirements to be implemented by the Planned Action Project developer and long-term goals for the agency assuming responsibility for the protective easement or non-buildable tracts required in Mitigation Measure 23 herein. Elements such as removing non-native and invasive plants, native revegetation, removing garbage, and trail maintenance shall be included.<li data-bbox="324 604 1503 779">• The stewardship program shall include stewardship goals and objectives for the care of the Jenkins Creek natural corridor as well as five-year and overall, long-term goals for the ecological health and habitat value of Jenkins Creek and associated wetland and buffer areas. Long-term goals and allowed maintenance practices for critical areas/non-buildable tract(s) shall be incorporated into a vegetation management plan (CMC 18.65.150).
25.	<p data-bbox="274 806 337 827">PLANTS</p> <p data-bbox="274 848 1503 909">A. Upland vegetation removed during construction shall be replaced to the extent possible by Planned Action Project applicants and contractors to the satisfaction of the City's SEPA Responsible Official.</p> <p data-bbox="274 936 1503 1073">B. Public landscaped areas, stormwater bioswales, and other green space areas provided with redevelopment shall be planted by Planned Action Project applicants and contractors with native grasses, groundcovers, trees and shrubs wherever possible to maximize wildlife habitat and minimize needed maintenance, to the satisfaction of the City of Covington SEPA Responsible Official.</p>
26.	<p data-bbox="274 1100 586 1121">STEEP SLOPES AND WETLAND IMPACTS</p> <p data-bbox="274 1142 786 1163">To avoid impacts to steep slopes and wetlands:</p> <p data-bbox="274 1190 1503 1289">A. All clearing and grading construction by Planned Action Project contractors shall be in accordance with specific permit conditions, codes, ordinances, and standards applied by the City of Covington or other agencies with jurisdiction.</p> <ul data-bbox="324 1316 1503 1415" style="list-style-type: none"><li data-bbox="324 1316 1503 1415">• Temporary sedimentation control measures such as silt fencing shall be installed by Planned Action Project contractors as needed and disturbed soils should be covered with straw, hydroseeded, or otherwise revegetated with sod or native plants as soon after construction as possible. <p data-bbox="274 1442 1503 1541">B. As part of any platting or subdivision, or prior to the start of construction, a wetland and stream delineation is required to be prepared by Planned Action Project applicants to the satisfaction of the City's SEPA Responsible Official to precisely map the critical area and quantify any impacts.</p> <ul data-bbox="324 1568 1503 1724" style="list-style-type: none"><li data-bbox="324 1568 1503 1598">• This level of detail will be needed to prepare a compensatory mitigation plan.<li data-bbox="324 1625 1503 1724">• Based on existing site conditions and current plans, there appears to be more than enough intact forest continuous with the standard buffer that could be expanded as necessary to off-set any buffer losses.

No.	Topic and Mitigation Measure
27.	<p>WILDLIFE</p> <p>To avoid impacts identified wildlife, Planned Action Projects shall avoid critical areas and buffers through mitigation sequencing, and Planned Action Project applicants shall place buffers in a protected easement or non-buildable tract, dedicated to the City or a conservation organization approved by the City.</p> <ul style="list-style-type: none"> • The new 204th Avenue SE Connector shall be planned to bisect as little of the vegetated areas as is practicable. • One ponded mining area will be preserved as an open water feature consistent with conceptual plans in Exhibit E of this Ordinance. Planting native vegetation and installing snags and other habitat features on the pond fringe shall be considered in Planned Action Project landscape plans to enhance the pond area for wildlife. Construction timing restrictions shall be implemented as needed and required to protect priority species. Landscaping and park spaces may incorporate native planting, snags, logs, and other special habitat features to improve habitat functions and values. Preserving and establishing native trees, shrubs, and groundcovers around the perimeter of the open water feature would improve the habitat value of this feature by creating refuge, foraging, and nesting opportunities for wildlife.
28.	<p>INTERPRETIVE SIGNAGE & PET WASTE</p> <p>A. At the time of development, Planned Action Project applicants and contractors shall place interpretive signage along proposed trails and/or within park spaces. Signage shall be designed and installed to educate the public about the functions and values of critical areas and urban habitats.</p> <p>B. Pet waste bags and trash cans shall be installed to help limit water quality impacts. Public park rules or homeowner association rules shall establish leash rules to limit wildlife disturbances.</p>
29.	<p>WILDLIFE CROSSING</p> <p>To reduce habitat fragmentation between the Jenkins Creek corridor and habitat patches to the south and west, a wildlife crossing shall be incorporated into the new arterial street design by Planned Action Project applicants to the satisfaction of the City's SEPA Responsible Official.</p> <ul style="list-style-type: none"> • A crossing could potentially be established in the southeast corner of the Planned Action Area, approaching the connection with 204th Avenue. • In addition to providing safe crossing for elk, a wildlife corridor could also benefit invertebrates and small mammals that are likely to access the open water feature (Hansen et al. 2005). Even mobile species, such as songbirds, exhibit a preference for travel through wooded corridors compared to open gaps (Desrochers and Hannon 1997).
30.	<p>RECLAMATION COMPLIANCE</p> <p>Prior to completion of reclamation and upon any amendment to the current reclamation permit (e.g. to resize the lake), Planned Action Project applicants shall consult with the lead federal agency regarding compliance with state and federal laws--including the State Hydraulic Code, Sections 401 and 404 of the Clean Water Act, and Section 7 of the Endangered Species Act--and provide documentation of the consultation to the satisfaction of the City's SEPA Responsible Official.</p>
Noise	
31.	<p>CONSTRUCTION NOISE ABATEMENT</p> <p>Based on site-specific considerations at the time of construction permit review, the City shall require all Planned Action Project construction contractors to implement noise control plans for daytime construction activities in the study area. See CMC 8.20.020(2)(i). Nighttime construction activities shall not be allowed without a waiver</p>

No.	Topic and Mitigation Measure
	from the City Manager, pursuant to the CMC.
32.	<p>CONSTRUCTION NOISE REDUCTION</p> <p>A. Construction noise shall be reduced by Planned Action Project construction contractors by using enclosures or walls to surround noisy stationary equipment, installing mufflers on engines, substituting quieter equipment or construction methods, minimizing time of operation, and locating equipment as far as practical from sensitive receivers.</p> <p>B. To reduce construction noise at nearby receivers, the following mitigation measures shall be incorporated into construction plans and contractor specifications to the satisfaction of the City’s SEPA Responsible Official:</p> <ul style="list-style-type: none"> • Locate stationary equipment away from receiving properties. • Erect portable noise barriers around loud stationary equipment located near sensitive receivers. • Limit construction activities to between 7:00 a.m. and 8:00 p.m. on weekdays and between 9:00 a.m. and 6:00 p.m. on weekends and holidays to avoid sensitive nighttime hours. • Turn off idling construction equipment. • Require contractors to rigorously maintain all equipment. • Train construction crews to avoid unnecessarily loud actions (e.g., dropping bundles of rebar onto the ground or dragging steel plates across pavement) near noise-sensitive areas (e.g. critical areas, open spaces, residences).
33.	<p>TRAFFIC NOISE MITIGATION</p> <p>The City shall require Planned Action Projects to install noise control measures at the new dwellings along the proposed new section of 204th Avenue SE within the development. The Planned Action EIS screening-level traffic noise study indicated the potential for traffic noise impacts at future dwellings to be constructed adjacent to the proposed new section of 204th Avenue SE within the Planned Action Area. Noise mitigation measures shall include:</p> <ul style="list-style-type: none"> • Requiring developers to perform noise field measurements as a condition of engineering approvals once the ultimate roadway alignment, width, and final grade has been designed. • Require developers to conduct site-specific traffic noise studies to confirm the number and location of dwellings that would be impacted by traffic noise. • Appropriate site design, based on the noise study and specific alignment. For example, with a 35-foot minimum setback, the modeled traffic noise levels at new dwellings would be less than the WSDOT’s noise guidelines applied as Planned Action EIS impact criteria. • Double-pane glass windows or other building insulation measures designed in accordance with the Washington State Energy Code (4-5-040). These would reduce indoor noise levels, but would not reduce exterior noise at outdoor use areas. • Installation of noise barrier walls to shield outdoor use areas facing the street.
Transportation	
34.	<p>PROJECTS INCLUDED IN PLANNED ACTION</p> <p>A. Planned Action Projects shall demonstrate consistency with Planned Action EIS Alternatives 2 and 3 that include a new 2-to-3-lane arterial between SE 256th Street and SE 272nd Street.</p> <ul style="list-style-type: none"> • The 204th Avenue SE Connector is required to be built as part of the redevelopment of the Hawk Property. The 204th Avenue SE Connector will serve as the spine of the site’s internal roadway circulation system, will provide a second major roadway connection to the site from the east, and will also provide an additional emergency vehicle access point. This roadway was included as part of Alternatives 2 and 3 and it was assumed in the Planned Action EIS analysis to be in place in the future

No.	Topic and Mitigation Measure
	<p>transportation analyses for each of these alternatives.</p> <ul style="list-style-type: none"> If the Planned Action Project applicant proposes to not implement this connection, or to delay or reduce its extent, the City shall require a supplemental transportation analysis to be completed demonstrating to the City’s SEPA Responsible Official’s satisfaction that no adverse transportation impacts will result and that all City transportation standards shall be met. <p>B. Planned Action Projects shall demonstrate consistency with Planned Action EIS Alternatives 2 and 3 that include a local roadway connection between 191st Avenue SE and the local internal roadway system at the south end of the Planned Action Area. The local access connection shall be designed with traffic calming measures such as on-street parking, landscaping, and/or devices such as traffic circles to limit access to the local neighborhood and discourage cut-through traffic.</p> <ul style="list-style-type: none"> The local roadway connection between 191st Avenue SE is required to be built as part of the redevelopment of the Hawk Property. This local connection was included as part of Alternatives 2 and 3, and it is assumed to be in place in the future transportation analyses for each of these alternatives. The purpose of this roadway is to provide a direct connection between the Planned Action Area and residential development located to the south and to provide an additional emergency vehicle access point. This connection is not intended to serve trips generated outside of the local neighborhood. If the Planned Action Project applicant proposes to not implement this local connection, the City shall require a supplemental transportation analysis to be completed demonstrating to the City’s SEPA Responsible Official’s satisfaction that no adverse transportation impacts will result and that all City transportation standards shall be met.
35.	<p>OTHER ROADWAY CAPACITY IMPROVEMENTS</p> <p>A. The City’s SEPA Responsible Official shall require that Planned Action Projects mitigate transportation impacts by implementing Roadway Capacity Improvements consistent with the Planned Action EIS and this Ordinance. Table B-1.3 below summarizes the roadway capacity improvements that have been identified to mitigate intersection operation impacts of Planned Action EIS Alternatives 2 and 3, along with planning-level estimates of each project’s cost.</p> <ul style="list-style-type: none"> For projects that include new lanes or turn-pockets, planning level cost-estimates take into account the length of lane that would be needed to accommodate typical vehicle queues that would occur during the PM peak hour (typically the most congested time of day) under projected future conditions. For each intersection location, an “X” indicates whether the identified measure would be required for each alternative. For Planned Action EIS Alternatives 2 and 3, Table B-1.3 also summarizes the proportionate share of total PM peak hour trips through each intersection that build-out of the proposed project is expected to contribute.

No. Topic and Mitigation Measure

Table B-1.3. Roadway Capacity Improvements and Action Alternative Proportional Trip Shares¹

ID	Intersection	Measure ⁽¹⁾	Jurisdiction	Estimated Cost	Alt 1 No Action	Alt 2 Min Village		Alt 3 Max Village	
						Project % Share	Project % Share		
Signalized									
21	SE 272 nd St/Covington Way	None Identified ⁽²⁾	Covington, WSDOT	⁽²⁾	X	X	<1%	X	1%
22	SE 272 nd St (SR 516)/164 th Ave SE	None Identified ⁽²⁾	Covington, WSDOT	⁽²⁾	X	X	1%	X	2%
23	SE 272 nd St (SR 516)/Westbound SR 18 Ramps	None Identified ⁽²⁾	Covington, WSDOT	⁽²⁾		X	3%	X	4%
26	SE 272 nd St/168 th Ave SE	None Identified ⁽²⁾	Covington, WSDOT	⁽²⁾	X	X	<1%	X	1%
29	SE 272 nd St/172 nd Ave SE	None Identified ⁽²⁾	Covington, WSDOT	⁽²⁾	X	X	-2%	X	-1%
32	SE 272 nd St (SR 516)/SE Wax Rd	None Identified ⁽²⁾	Covington, WSDOT	⁽²⁾	X	X	-4%	X	-4%
37	SE 272 nd St/216 th Ave SE	Add eastbound through lane, add eastbound receiving lane. (from Maple Valley Comprehensive Plan) ⁽⁹⁾	Maple Valley, WSDOT	⁽⁹⁾	X	X	10%	X	12%
310	SE 231 st St/SR 169	Add westbound through lane (from Maple Valley Comprehensive Plan) ⁽⁹⁾	Maple Valley, WSDOT	⁽⁹⁾	X	X	1%	X	2%
313	SE 240 th St/SR 169	Add eastbound right-turn lane (from Maple Valley Comprehensive Plan)	Maple Valley, WSDOT	⁽⁹⁾	X	X	1%	X	2%
314	SR 516/Witte Rd SE	Add eastbound through lane, convert westbound right-turn lane to right-through, add northbound right-turn lane, add eastbound and westbound receiving lane. ⁽³⁾	Maple Valley, WSDOT	⁽³⁾	X	X	1%	X	2%

¹ This table excludes locations 8 and 17 regarding Roundabouts at SE 256th St/164th Ave SE and SE 267th Place/SE Wax Rd/180th Ave SE. In the roundabout analyses presented in the Draft EIS, coding errors were discovered in the analysis files that resulted in overestimation of delay. With correction made to the coding, all three roundabouts are projected to operate well within City level of service standards through 2035, and no future impacts are expected to result under any of the alternatives.

**ATTACHMENT B-1 TO EXHIBIT B
HAWK PROPERTY PLANNED ACTION ORDINANCE**

No. Topic and Mitigation Measure										
315	SR 516/SR 169	Convert westbound right-turn lane to right-though, add westbound receiving lane. ⁽³⁾	Maple Valley, WSDOT	⁽³⁾	X	X	1%	X	1%	
All-Way Stop-Control										
2	SE 240 th St/196 th Ave SE	Add eastbound left-turn lane.	Covington	\$900,000	X	X	6%	X	7%	
5	SE Wax Rd/ 180 th Ave SE	In traffic impact fee program, CIP 1149 ⁽⁴⁾	Covington	In traffic impact fee program, #1149		X	11%	X	12%	
51	SE 240 th St/164 th Ave SE	Add eastbound left-turn lane, add westbound left-turn lane, add traffic signal.	Covington, King County ⁽⁵⁾	\$1,850,000	X	X	4%	X	6%	
One- or Two-Way Stop Control										
1	SE 240 th St/180 th Ave SE	Add traffic signal.	Covington	\$650,000	X	X	9%	X	11%	
3	SE 240 th St/SE Wax Rd/200 th Ave SE	Add traffic signal.	Covington, King County ⁽⁵⁾	\$300,000	X	X	6%	X	7%	
6	SE 256 th St/148 th Ave SE	Add westbound right-turn lane and eastbound left-turn lane (CIP #1041), add traffic signal.	Covington	In traffic impact fee program, CIP #1041	X	X	4%	X	5%	
13	SE 261 st St/180 th Ave SE	Add traffic signal.	Covington	\$450,000	X			X	-12%	
		Add eastbound left-turn lane.	Covington	\$1,650,000		X	-15%			
18	SE 268 th Place/164 th Ave SE	Add traffic signal.	Covington	\$450,000	X	X	-4%	X	-3%	
20	SE 272 nd St/156 th Pl SE	In traffic impact fee program, CIP 1063 ⁽⁶⁾	Covington, WSDOT	In traffic impact fee program, # 1063	X	X	<1%	X	1%	
36	SE 272 nd St/204 th Ave SE	Add southbound left-turn lane, add traffic signal.	Covington, WSDOT	\$1,350,000		X	10%	X	13%	
39	SE 275 th St/SE Wax Rd	In traffic impact fee program, CIP 1085	Covington	In traffic impact fee program, # 1085	X	X	2%	X	3%	
50	SE 240 th St/156 th Ave SE	Add traffic signal.	Covington, King County ⁽⁵⁾	\$750,000	X	X	6%	X	7%	
55	SE 272 nd St/156 th Ave SE	Add traffic signal. ⁽⁷⁾	Kent, Covington ⁽⁸⁾	\$450,000	X	X	1%	X	1%	
58	SE 272 nd St/186 th Ave SE	In traffic impact fee program, CIP 1128	Covington	In traffic impact fee program, # 1128	X		-17%		-16%	

**ATTACHMENT B-1 TO EXHIBIT B
HAWK PROPERTY PLANNED ACTION ORDINANCE**

No.	Topic and Mitigation Measure								
300	SE 256 th St/Westbound SR 18 Ramps	Option A Add traffic signal. Add eastbound left-turn lane. Coordinate signal timing/phasing with new signal at the northbound SR 18 ramp intersection.	Covington, King County, WSDOT ⁽⁵⁾	\$1,050,000		X	49%		
		Add traffic signal. Add eastbound and southbound left-turn lanes. Coordinate signal timing/phasing with new signal at the northbound SR 18 ramp intersection.	Covington, King County, WSDOT ⁽⁵⁾	\$1,650,000				X	50%
		Option B Add a roundabout with one lane on the north side and two lanes on the south side. Add a second eastbound approach lane, and a right turn lane on the southbound approach.	Covington, King County, WSDOT ⁽⁵⁾	\$2,250,000		X	49%	X	50%
301	SE 256 th St/Eastbound SR 18 Ramps	Option A Add traffic signal.	Covington, King County, WSDOT ⁽⁵⁾	\$450,000	X				
		Add traffic signal. Remove bike lanes across SR 18 overpass, restripe to add eastbound left-turn lane and to channelize bicycles to use sidewalk across the overpass. Add westbound right-turn lane. Coordinate signal timing/phasing with new signal at the westbound SR 18 ramp intersection.	Covington, King County, WSDOT ⁽⁵⁾	\$670,000		X	69%		
		Add traffic signal. Remove bike lanes across SR 18 overpass, restripe to add eastbound left-turn lane and to channelize bicycles to use sidewalk across the overpass. Add westbound and northbound right-turn lane. Coordinate signal timing/phasing with new signal at the westbound SR 18 ramp intersection.	Covington, King County, WSDOT ⁽⁵⁾	\$2,370,000				X	72%

No.	Topic and Mitigation Measure	Option B	Covington, King County, WSDOT ⁽⁵⁾	\$3,350,000	X	69%	X	72%
		Add a one-lane roundabout. Add right-turn lanes on the northbound and westbound approaches.						
Source: Heffron Transportation, David Evans & Associates, November 2013.								
<p>1. The roadway improvement measures that have been identified would improve operation to meet local level of service standards under projected 2035 conditions with build-out of local and regional land use plans, with the three alternatives. Projects located at Covington concurrency intersections are being added to the City's 2035 Capital Improvement Program as part of the Comprehensive Plan update. However, if regional development growth occurs to the extent projected, it is possible that other measures could be identified to address the impact at the time the need for improvement is triggered.</p> <p>2. No mitigation measures have been identified at these intersections. For projected 2035 conditions, SE 272nd Street is assumed to be a five-lane section throughout Covington, with additional turn-lanes at high volume intersections. If growth occurs to the degree reflected in the model projections, it is likely that the City of Covington would reevaluate its long-term plan for the corridor, and determine if widening is warranted, or if it would be warranted to reexamine level of service standards and allow this section to operate lower than LOS D. The two Action alternatives do not significantly affect this outcome.</p> <p>3. Analysis indicates that with projected 2035 volumes and any of the three alternatives, SR 516 would need to be widened to 5 lanes between 216th Avenue SE and SR 169 in order to meet City of Maple Valley concurrency standards. If growth occurs to the degree reflected in the model projections, it is likely that the City of Maple Valley would reevaluate its long-term plan for the corridor and determine if widening is warranted or if it would be warranted to reexamine level of service standards and allow this section to operate lower than LOS D. This issue is identified for the 2035 No Action alternative, and the two Action alternatives do not significantly affect this outcome.</p> <p>4. See traffic impact fee program, project CIP 1149 for the improvement.</p> <p>5. While this intersection is located outside of the Covington city limits in King County, the City of Covington monitors operations at this location.</p> <p>6. Improvement at this location is assumed in the City's current traffic impact fee program, in project CIP 1063. See also Note 1.</p> <p>7. Alternatively, turn movements could be restricted to right-turns only at this intersection. In this case, it is assumed that the projected westbound left-turn movement (180 vehicles in each alternative) would instead turn at 152nd Avenue SE. Phasing changes could be made to allow SE 256th Street/152nd Avenue SE to operate at LOS E in this circumstance, but additional capacity improvements would be needed to improve operation to LOS D.</p> <p>8. This intersection is located outside of the Covington city limits in the City of Kent. However, Covington monitors operations at this location.</p> <p>9. This project is included in the City of Maple Valley's long-range Transportation Improvement Program provided in the City Comprehensive Plan (City of Maple Valley 2011). The City of Maple Valley's planned improvements would address level of service issues with all three alternatives and no additional improvements would be needed.</p>								
<p>B. Consideration of Alternative Mitigation Measures. Upon request by a Planned Action Project applicant, or by an agency, the City may consider mitigation measures other than those described in Table B-1.3 to address an impact at the time the need for improvement is triggered, provided City concurrency and level of service standards are met as well as the provisions of this Ordinance. Planned Action Projects at locations 5, 36, 300 and 301 shall be implemented based on Mitigation Measure 36 herein.</p>								
<p>C. Impact and Mitigation Fees / In-City Improvements. Planned Action Project applicants shall pay a proportionate share of the costs of the projects needed to support concurrency. For projects within the City limits, the fee per peak hour trip rate shall be \$167.38 consistent with Exhibit D of this Ordinance and shall be paid in addition to the City's standard impact fee in place as of 2013. The projects listed in the preceding Table B-1.3 are incorporated by reference in the City's Capital Facilities Plan Element as part of the Comprehensive Plan update. Once the City's impact fee is amended to address improvements identified in the Planned Action and not previously included in the 2013 impact fee, Planned Action Project applicants shall provide an impact fee consistent with the City's ordinances in effect at the time of application.</p>								
36.	ROADWAY CAPACITY PROJECTS REQUIRED CONCURRENT WITH DEVELOPMENT							
<p>A. The following additional roadway capacity improvements shall be implemented by Planned Action Projects. Where options for improvements are provided, Planned Action applicants shall obtain approval for the selected alternative from the responsible agency specified below.</p>								

No.	Topic and Mitigation Measure
	<ul style="list-style-type: none"> • 5 – SE Wax Road/SE 180th Street: Increased traffic volumes resulting from Alternative 2 or 3 require additional capacity improvement at this location. Analysis indicates that addition of a northbound right-turn lane would allow the intersection to operate at LOS D or better through 2035. However, space at this location is constrained by a retaining wall located along the east side of the roadway. If it is not feasible to widen the roadway at this location, installation of a traffic signal would also address the impact. This improvement is addressed in the City’s transportation impact fees as of 2013. This City-required improvement is required to be installed concurrent with development consistent with Mitigation Measure 36 herein. • 36 – SE 272nd Street/204th Avenue SE: Increased traffic volumes resulting from the 204th Avenue SE Connector Roadway require that this intersection be signalized under Alternative 2 or 3. The planned three-lane section will also need to be extended to this intersection, providing a southbound left-turn lane. This City-required improvement is accounted in the mitigation fee in Mitigation Measure 35C herein and is required to be installed concurrent with development consistent with Mitigation Measure 36 herein. • 300 – SE 256th Street/SR 18 Westbound Ramps: <ul style="list-style-type: none"> ○ Option A (Signal): Both Alternative 2 and Alternative 3 trigger the need to signalize this intersection and add an eastbound left-turn lane. Alternative 3 also requires the addition of a southbound left-turn lane on the ramp. ○ Option B (Roundabout): Alternatively, for Alternative 2 or 3, level of service impacts can be mitigated by construction of a roundabout that has one lane on the north side and two lanes on the south side. A second eastbound approach lane and a right-turn lane on the southbound approach also need to be added. <p>B. Planned Action Projects shall implement Project 300 in consultation with Washington State Department of Transportation and King County as appropriate. The planning level cost estimates for the improvements in Mitigation Measure 35 herein depend on the improvement required by agencies with jurisdiction.</p> <ul style="list-style-type: none"> • 301 – SE 256th Street/SR 18 Eastbound Ramps: <ul style="list-style-type: none"> ○ Option A (Signal): Addition of a traffic signal at this location is triggered with the No Action alternative, but additional capacity improvements are needed to accommodate traffic volumes generated by Alternatives 2 and 3. In order for the intersection to operate at LOS D or better with both alternatives, it is necessary to add an eastbound left-turn lane on the existing SR 18 overpass. The width of the west leg of this intersection is constrained by the bridge structure; however, it appears there may be adequate curb-to-curb width to accommodate three travel lanes. The addition of a center left-turn lane would require that the existing bicycle lane striping be removed, and bicyclists to be directed to use the sidewalk to cross SR 18. As project-generated trips decrease on the 204th Avenue SE Connector, model projections in the Planned Action EIS indicate that non-project-generated trips would increase. As a result, there is very little difference in the projected eastbound traffic volumes between the two Action alternatives at this location. In addition to the eastbound left-turn lane, a westbound right-turn lane is needed with both Alternative 2 and Alternative 3. Alternative 3 would also need to add a northbound right-turn lane on the ramp. Construction of this improvement would likely require retaining walls to be built on the east side of the intersection. ○ Option B (Roundabout): Alternatively for Alternative 2 or 3, level of service impacts could be

No.	Topic and Mitigation Measure
	<p>mitigated by construction of a one-lane roundabout, with right-turn lanes added on the northbound and westbound approaches. Similar to the signal option, construction of this option would require retaining walls to be constructed on the east side of the intersection, but no additional vehicle lanes would be needed across the bridge structure.</p> <ul style="list-style-type: none"> ○ Note: with Alternative 2 or 3, for the SE 256th Street/SR 18 ramp intersections, the same improvement option (Option A – signal, or Option B – roundabout) would need to be chosen for both intersections. <p>C. Planned Action Projects shall implement Project 301 in consultation with Washington State Department of Transportation and King County as appropriate. The planning level cost estimates for the improvements in Mitigation Measure 35 herein depend on the improvement required by agencies with jurisdiction.</p> <p>D. Phasing or Timing. The City shall condition Planned Action Projects to provide required roadway capacity projects concurrent with development. Improvement at the four locations in Paragraph A is triggered by the Hawk Property Planned Action as analyzed in the Planned Action EIS. The expected timing is as follows:</p> <ul style="list-style-type: none"> ● At SE Wax Road/SE 180th Street (5), it is estimated that the need for improvement would be triggered when trips generated by the development reach about 92% of the total estimated for the Maximum Village, approximately 2,370 net new primary trips. ● The other three locations (36, 300, and 301) requiring improvement would become the endpoints of the proposed new 204th Avenue SE Connector, once it is constructed. Therefore, improved traffic control shall be installed at the time that the new roadway is constructed. ● If it were desired to phase in the intersection improvements at a later date, the Planned Action Project developer shall submit to the City and agencies with jurisdiction a detailed traffic analysis showing that City concurrency standards would still be met. <p>E. Latecomers Agreements. Planned Action Project applicants may request City approval of a Latecomer’s Agreement subject to CMC Chapter 13.45, Latecomer’s Agreements.</p>
37.	<p>MITIGATION TO ADDRESS SHORT-TERM CONSTRUCTION IMPACTS</p> <p>To minimize the potential short-term traffic impacts resulting from construction of the alternatives, a Traffic Control Plan shall be prepared by Planned Action Project applicants to the satisfaction of the City’s SEPA Responsible Official in accordance with City guidelines.</p> <ul style="list-style-type: none"> ● All building and construction permits shall be reviewed and conditioned to mitigate construction traffic impacts. ● The types of transportation-related measures that could be considered would depend on the type and size of the phase under construction. The Traffic Control Plan shall consider the inclusion of the following measures where applicable: <ul style="list-style-type: none"> ○ Truck haul-routes to and from the site. ○ Peak hour restrictions for construction truck traffic and how those restrictions would be communicated and enforced. ○ Truck staging areas (e.g., locations where empty or full trucks would wait or stage prior to and during loading or unloading.) ○ Measures to reduce construction worker trips such as rideshare or shuttles. ○ Provision of on-site or nearby parking for construction workers. ○ Road, lane, sidewalk, or bike lane closures that may be needed during utility, street or building construction. A plan detailing temporary traffic control, channelization, flagging, and signage

No.	Topic and Mitigation Measure
	<p>measures, and possible detour routes, should be provided for affected facilities.</p> <ul style="list-style-type: none"> ○ Plan to maintain access to residences and businesses at all times. ○ Restoration or repair of the pavement in the road right-of-way in accordance with City standards upon completion of the work. ○ Other elements or details may be required in the Traffic Control Plan as required by the City of Covington. The project developer/owner and the contractor shall be required to incorporate other City requirements into an overall plan, if applicable.
Public Services	
38.	<p>FIRE MITIGATION</p> <p>The City shall require a mitigation agreement between the Planned Action Project developer and Kent Regional Fire Authority prior to development to address the impacts identified in the Planned Action EIS.</p> <ul style="list-style-type: none"> ● The mitigation agreement should address impacts to daily and peak hour workload at KFD Station 78 resulting from Planned Action Project development. ● If the mitigation agreement is superseded by an impact fee, Planned Action Projects shall comply with the impact fee requirements and other applicable regulations in place at the time of the application.
39.	<p>PARKS AND TRAILS</p> <p>At the time of Planned Action Project application, the City shall review submitted conceptual and detailed site plans to ensure that sufficient park space and trails are provided to be consistent with both the LOS standards of the Parks and Recreation Element of the Comprehensive Plan and with the requirements of CMC 18.35.150.</p> <ul style="list-style-type: none"> ● Planned Action Project applications shall demonstrate a consistent and compatible network of parks and trails throughout the site similar to Planned Action EIS Alternatives. Pursuant to the requirement to prepare a conceptual site plan with phasing in Subsection III.G(3) of this Ordinance, the Planned Action Project applicant shall identify on-site parks and trails, including trail connections to adjacent sites, to promote the goals and policies of the Hawk Property Subarea Plan regarding walkability, connectivity, and reducing trips. ● Public open space shall be provided consistent with City level of service standards adopted in the Comprehensive Plan. ● Private open space shall be required and installed consistent with the requirements of CMC 18.35.150 to 190. ● Planned Action Project applicants shall provide parks and trail facilities prior to or concurrent with the development. The City may require such facilities to be dedicated to the City. ● At the request of Planned Action Project Applicants, the City may accept fees in lieu of parks and trails facilities where the City anticipates that coordinated implementation of public parks and trails is desired. The fee-in-lieu agreements shall address the responsibility and cost for operation and maintenance of said parks and trails facilities. The fee-in-lieu agreement shall be in a form acceptable to the City and may be developed as a voluntary agreement under RCW 82.02.020.

No.	Topic and Mitigation Measure
Cultural Resources	
40.	<p>The City shall condition Planned Action Projects to protect any currently undiscovered historic or archaeological resources in the study area as follows:</p> <ul style="list-style-type: none">• If construction activities uncover any remains of historic or archaeological significance, construction shall immediately be stopped and all appropriate state and local agencies notified.• Projects that entail substantial excavation must enter consultation with DAHP to determine the likelihood of inadvertent discovery of archaeological resources and to establish mitigation procedures. Archaeological surveys and testing may be necessary prior to excavation. The Department of Archaeology and Historic Preservation (DAHP) may recommend archaeological monitoring of construction activities in areas deemed to have a high likelihood of discovery.• In the event of an archaeological discovery, future development on property surrounding the archaeological site shall analyze the potential for adverse impacts to the archaeological resource, and, if necessary, engage a qualified professional archaeologist to determine whether the proposed development would negatively affect the archaeological resource.

ATTACHMENT B-2

Advisory Notes to Applicants: Applicable Regulations and Commitments

The Planned Action EIS identifies specific regulations that act as mitigation measures. These are summarized in **Table B-2.1** by EIS topic. All applicable federal, state, and local regulations shall apply to Planned Action Projects. Planned Action Project applicants shall comply with all adopted regulations where applicable including those listed in the Planned Action EIS and those not included in the Planned Action EIS.

Table B-2.1. Applicable Regulations and Commitments

Topic	Regulation/Commitment
Earth	<ul style="list-style-type: none"> • The federal government provides seismic information and standards. The 2012 IBC has adopted the seismic recommendations developed by the National Earthquake Hazards Reduction Program (NEHRP) (Federal Emergency Management Agency 2009) using the 2008 probabilistic seismic hazard maps developed by the U.S. Geological Survey for a seismic event with a recurrence interval of 5,000 years. The American Association of State Highway and Transportation Officials (AASHTO) standards rely on the 2002 U.S. Geological Survey probabilistic hazard mapping; however, AASHTO (2012) uses a seismic event with a recurrence interval of 1,000 years as the basis for design. • The State of Washington adopted the 2012 edition of the International Building Code (ICC 2012) on July 1, 2013. The IBC applies to the design of continuously occupied buildings, so would apply to residences and most commercial buildings. The types of buildings that would be developed at the Planned Action Area will most likely be designed in accordance with the 2012 IBC or the version of the manual in effect at the time of the development application. • State highway projects in Washington are typically designed in accordance with the Washington State Department of Transportation Design Manual (2010) or current version at the time of the permit application, which generally adopts AASHTO standards, with certain additional requirements or guidance. • Washington State Department of Ecology implements the National Pollutant Discharge Elimination System (NPDES) Construction Stormwater Permit system, which requires construction contractors to implement erosion and sedimentation control systems at all major construction sites. • The City uses the IBC as adopted by the State of Washington and amended by the City of Covington in the Covington Municipal Code. The only critical areas mapped inside the study area (City of Covington 2003) are wetlands along Jenkins Creek, which are discussed in Planned Action EIS Section 3.4. The City also adopted critical areas regulations in the Covington Municipal Code (Chapter 18.65). These regulations do not preclude development within critical areas, but do require permitting and special design and review to show that the proposed development minimizes impacts to critical areas to a satisfactory degree and manages hazards appropriately.
Surface Water Resources	<p>Regulations adopted at the time development permits are submitted will be applicable, such as:</p> <ul style="list-style-type: none"> • Department of Ecology, Stormwater Manual for Western Washington • City of Covington Surface Water Management Program, CMC 13.25 • City of Covington Clearing and Grading Regulations, CMC 14.60.120, which require spill prevention and control measures for the maintenance, fueling, and repair of heavy equipment on a construction site • City of Covington Design and Construction Standards • Low Impact Technical Guidance Manual for Puget Sound • Washington State Statutes • US Environmental Protection Agency, Clean Water Act

Topic	Regulation/Commitment
Groundwater Resources	<p>The Planned Action Area is near, but not within, the Armstrong Springs Aquifer Protection Area, which is documented as Zone 1 in the City of Kent Wellhead Protection Program (Aspect 2008). Critical Aquifer Recharge Areas (CARAs) regulations are intended to protect groundwater; those regulations focus on underground storage tanks, abandoned wells, and stormwater infiltration. Based on geologic mapping the site is primarily characterized as a groundwater discharge site. However, given site proximity to CARAs and the onsite well, the following regulations, in current or amended form, could apply to site development activities.</p> <ul style="list-style-type: none"> • 2012 Stormwater Management Manual for Western Washington • City of Covington Standard Plan Notes and Covington Municipal Code, Chapter 13.37 • Low impact development measures are based on the current version of Washington State Department of Ecology’s stormwater manual; the manual in effect at the time of development applications would apply • 2012 Stormwater Management Manual for Western Washington Chapter 2.5.2 Element 13: Minimum Requirements for New Development and Redevelopment – Protect Low Impact Development BMPs.
Air Quality	<ul style="list-style-type: none"> • National Ambient Air Quality Standards (NAAQS): The US EPA establishes NAAQS and specifies future dates for states to develop and implement plans to achieve these standards. • State Ambient Air Quality Standards: The Washington State Department of Ecology establishes state ambient air quality standards for the same six pollutants that are at least as stringent as the national standards; in the case of SO₂, state standards are more stringent. • Outdoor Burning: Burning yard waste and land-clearing debris is not allowed at any time in areas of King County. PSCAA enforces state outdoor burning regulations required by RCW 70.94.743. • Puget Sound Clean Air Agency Regulations: All construction sites in the Puget Sound region are required to implement rigorous emission controls to minimize fugitive dust and odors during construction, as required by PSCAA Regulation 1, Section 9.15, Fugitive Dust Control Measures. All industrial and commercial air pollutant sources in the Puget Sound region are required to register with PSCAA. Facilities with substantial emissions are required to obtain a Notice of Construction air quality permit before construction is allowed to begin. • State of Washington GHG Laws: The Washington Legislature enacted RCW 70.235, Limiting Greenhouse Gas Emissions, into state law. The law sets the following standards: <ul style="list-style-type: none"> ○ Reduce emissions to 1990 levels by 2020, 25% below 1990 levels by 2035, and 50% below 1990 levels by 2050. ○ Reduce expenditures on fuel imported into Washington State by 20% by 2020. ○ Decrease the annual per capita vehicle miles traveled 18% by 2020, 30% by 2035, and 50% by 2050. <p>The state law applies only to actions taken by Washington State agencies and local governments. State regulations on GHG emissions include prerequisites for distribution of capital funds for infrastructure and economic development projects, where projects receiving funding must be evaluated for consistency with state and federal GHG limits and state VMT goals (RCW 20.235.070).</p>
Plants and Animals	<p>Current local, state, and federal regulations protecting plants and animals include:</p> <ul style="list-style-type: none"> • CMC 18.65, Critical Areas; • King County Zoning Code (KCC) 21A.24, Critical Areas (only applicable until annexation is complete); • US Army Corps of Engineers (Corps) regulate wetlands under section 404 of the Clean Water Act; • Washington State Department of Ecology may require an individual 401 Water Quality Certification and Coastal Zone Management Consistency determination for Corps permits; • U.S. Fish and Wildlife Service and/or the National Marine Fisheries Service, for federally permitted actions that could affect endangered species (i.e. salmon or bull trout); and • No State or federally listed threatened or endangered plant or animal species have been observed on or adjacent to the site. The site does contain habitat that could be used by such species. See mitigation measures for an evaluation and consultation regarding compliance with state and federal laws, including the State Hydraulic Code, Sections 401 and 404 of the Clean Water Act, and Section 7 of the Endangered Species Act. • Critical area impacts will be avoided and minimized to the extent possible. Any impacts would be fully mitigated as required by the Covington’s critical areas regulations. Temporary critical area impacts, such as disturbance and possible erosion/sedimentation would be addressed by

Topic	Regulation/Commitment																		
	<p>restoring the affected areas to the same or an improved condition, as required by Covington’s critical area regulations and other applicable state and federal regulations.</p> <ul style="list-style-type: none"> Erosion control measures would be implemented prior to construction as detailed in the Earth and Water Resource sections. 																		
Noise	<p>LOCAL: CITY OF COVINGTON NOISE REGULATIONS</p> <p>CMC 8.20 establishes regulations to minimize the exposure of citizens to excessive noise. The CMC clearly states the hours during which certain noisy activities are prohibited but does not specify numerical limits for permissible noise levels. The City’s code references state noise regulations.</p> <p>The CMC prohibits sounds originating from construction activity between the hours of 8:00 p.m. and 7:00 a.m. on weekdays and 6:00 p.m. and 9:00 a.m. on Saturdays, Sundays, or Federal holidays. However, prohibitions on construction activities may be waived or modified for work involving public utilities within the public right-of-way if approved by the City Manager or his/her designee.</p> <p>FEDERAL: FEDERAL HIGHWAY ADMINISTRATION (FHWA) TRAFFIC NOISE REGULATIONS</p> <p>Federal FHWA funding, distributed WSDOT, may be used for street improvements associated with this project, and as such, the noise criteria established in Title 23, Part 772 of the Code of Federal Regulations (CFR) may apply. The FHWA Noise Abatement Criteria (NAC) are summarized in Table B-2.2.</p> <p align="center">Table B-2.2. Federal Highway Administration Noise Abatement Criteria</p> <table border="1" data-bbox="381 829 1429 1270"> <thead> <tr> <th>Activity Category</th> <th>Criterion (dBA Leq)</th> <th>Description of Activity Category</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>57 (exterior)</td> <td>Lands where serenity and quiet are of extraordinary significance and that serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.</td> </tr> <tr> <td>B</td> <td>67 (exterior)</td> <td>Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.</td> </tr> <tr> <td>C</td> <td>72 (exterior)</td> <td>Developed lands, properties, or activities not included in Categories A or B above.</td> </tr> <tr> <td>D</td> <td>--</td> <td>Undeveloped lands.</td> </tr> <tr> <td>E</td> <td>152 (interior)</td> <td>Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.</td> </tr> </tbody> </table> <p>Source: FHWA, CFR, 2013</p> <p>STATE: NOISE CONTROL ACT OF 1974 (WAC 173-60)</p> <p>WAC 173-60-040 establishes maximum permissible noise levels for various environments, and construction activities under all alternatives would be subject to these provisions.</p> <p>STATE: WASHINGTON DEPARTMENT OF TRANSPORTATION TRAFFIC NOISE REGULATIONS</p> <p>WSDOT has adopted the FHWA NAC for evaluating noise impacts and for determining if such impacts are sufficient to justify funding of noise abatement for new roadway construction and roadway widening projects with state funding. The WSDOT traffic noise policy described below meets the federal requirements of 23 CFR 772 described above, so compliance with the WSDOT traffic noise policy will meet FHWA noise requirements. For WSDOT-funded roadway projects, a noise impact occurs when a predicted traffic noise level under the design year conditions approaches within 1 dBA of the FHWA NAC (for example, WSDOT defines a traffic noise impact at a dwelling to be 66 dBA or higher). In addition, WSDOT defines a traffic noise impact to occur when the predicted traffic noise level substantially exceeds the existing noise level. A 10-dBA increase over existing noise levels is considered a substantial increase.</p>	Activity Category	Criterion (dBA Leq)	Description of Activity Category	A	57 (exterior)	Lands where serenity and quiet are of extraordinary significance and that serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.	B	67 (exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.	C	72 (exterior)	Developed lands, properties, or activities not included in Categories A or B above.	D	--	Undeveloped lands.	E	152 (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.
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E	152 (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.																	
Land Use Patterns/Plans and Policies	<ul style="list-style-type: none"> Prior to annexation to the City of Covington, the unincorporated portion of the subarea would be subject to the provisions of King County Code Title 21, including the following Chapters: <ul style="list-style-type: none"> 21A.08: Permitted Uses 21A.12: Development Standards – Density and Dimensions 																		

**ATTACHMENT B-2 TO EXHIBIT B
HAWK PROPERTY PLANNED ACTION ORDINANCE**

Topic	Regulation/Commitment
	<ul style="list-style-type: none"> ○ 21A.14: Development Standards – Design Requirements ○ 21A.16: Development Standards – Landscaping and Water Use ○ 21A.18: Development Standards – Parking and Circulation ○ 21A.20: Development Standards – Signs ○ 21A.22: Development Standards – Mineral Extraction ○ 21A.24: Critical Areas ● After annexation into the City of Covington, all development in the Planned Action Area will be subject to the provisions of CMC Title 18 – Zoning, including the following Chapters: <ul style="list-style-type: none"> ○ 18.25: Permitted Uses ○ 18.30: Development Standards – Density and Dimensions ○ 18.35: Development Standards – Design Requirements ○ 18.40: Development Standards – Landscaping ○ 18.50: Development Standards – Parking and Circulation ○ 18.55: Development Standards – Signs ○ 18.65: Critical Areas
Transportation	<p>CITY OF COVINGTON DESIGN STANDARDS</p> <p>For Alternatives 2 and 3, internal roadways, and non-motorized facilities are subject to design standards presented in Covington Design Guidelines (City of Covington 2005) and CMC Chapter 18.50 - Development Standards – Parking and Circulation. The proposed new roadway connections would be subject to the City's Design and Construction Standards for roadways. (City of Covington 2009)</p> <p>CITY OF COVINGTON PARKING CODE</p> <p>For Alternatives 2 and 3, the amount of parking supply provided as the subarea develops would be subject to parking requirements defined in CMC Chapter 18.50 - Development Standards – Parking and Circulation.</p>
Public Services	<p>FIRE</p> <p>Implement the City's adopted fire code at CMC 15.20 Fire Code.</p> <p>SCHOOLS</p> <ul style="list-style-type: none"> ● Until annexation by the City of Covington, development in the unincorporated portions of the Planned Action Area will be subject to assessment of school impact fees as required by King County Code Chapter 27.44. ● After annexation by the City of Covington, development in the Planned Action Area will be subject to assessment of school impact fees as required by Covington Municipal Code Chapter 18.120.
Utilities	<p>Plans and regulations adopted at the time Planned Action Project development permits are submitted will be applicable, such as:</p> <ul style="list-style-type: none"> ● Department of Ecology, Stormwater Manual for Western Washington ● City of Covington Surface Water Management Program, CMC 13.25 ● CMC Title 13 Public Utilities ● Soos Creek Water and Sewer District Comprehensive Plan ● Covington Water District Water System Plan

EXHIBIT C

Public Agency Actions and Commitments

INTRODUCTION

Under some elements of the Planned Action EIS, specific City or other agency actions are identified. Generally, incorporation of these actions is intended to provide for consistency within the City's Comprehensive Plan, Hawk Property Subarea Plan, or between the Hawk Property Subarea Plan and implementing regulations; to document pending City actions; to establish a protocol for long-term measures to provide for coordination with other agencies; or to identify optional actions that the City may take to reduce impacts. These actions are listed below in Table C.1.

Actions identified as "Proposed Concurrent Actions" refer to legislative actions proposed for adoption together with the Preferred Alternative CIP. Actions identified as short term are currently underway or expected to be completed in time for the next major Comprehensive Plan review. Longer term and other agency actions will occur in the future, depending on need. The projected timeframe and responsible departments are identified and will be used in monitoring the implementation of this Ordinance.

This Exhibit C will be used in the monitoring process established in Section IV of this Ordinance.

HAWK PROPERTY PLANNED ACTION ORDINANCE

Table C.1
Public Agency Mitigation Measures

Mitigation Measures	Proposed Synchronous Amendments	Short Term: Next Comp Plan Amendment Cycle or within 5 years	Long Term	Other Agency	Estimated Year of Implementation and Responsible Department
The City could provide neighboring property owners with educational resources to encourage native plant use and backyard habitat projects.			X		Community Development Department Year: To be determined by City based on available resources. This could be a partnership opportunity such as with a conservation district.
As part of integrating the Hawk Property Subarea Plan into the Comprehensive Plan, the City should amend land use designations, goals, policies, and capital facility improvements supporting the anticipated growth of the urban village. In addition, the City should make associated housekeeping amendments to update the status of the reclaimed mine site as transforming to an urban village.	X				Community Development / Public Works / Parks Departments 2014
The City would continue its 5-lane widening of SE 272 nd Street to include the segment between 192 nd Avenue SE and the east city limits. The estimated cost for widening SE 272 nd Street to 5 lanes between 192 nd Avenue SE and the east city limits is \$40.2 to \$55.9 million. This segment of the project should be included in the City's Capital Improvement Program.	X				Community Development / Public Works Departments 2014
Transportation projects studied in the Planned Action EIS will need to be added to the City's Capital Improvement Program as part of its next Comprehensive Plan update. Additionally, the City's Traffic Impact Fee Program will need to be updated to include these additional projects.	X Add to CFP	X Traffic Impact Fee Program			CFP: Community Development Department 2014 Traffic Impact Fee: Public Works 2015

HAWK PROPERTY PLANNED ACTION ORDINANCE

Mitigation Measures	Proposed Synchronous Amendments	Short Term: Next Comp Plan Amendment Cycle or within 5 years	Long Term	Other Agency	Estimated Year of Implementation and Responsible Department
If growth occurs to the degree reflected in the model projections, it is likely that the City will reevaluate its long-term plan for the for the SE 272 nd corridor, and determine if widening is warranted, or if it is warranted to reexamine level of service standards and allow this section to operate lower than LOS D. Under these circumstances, the City would be required to decide upon one of these options—additional capacity improvements or a level of service policy change—in order to support concurrency.			X		Public Works Ongoing
If regional land use growth occurs at the rate reflected in the Covington model assumptions through 2035, it is likely that the City of Maple Valley will reevaluate its long-term plan for the for the SE 272 nd corridor, and determine if widening is warranted, or if it is warranted to reexamine level of service standards and allow this section to operate lower than LOS D. Under these circumstances, the City of Maple Valley would be required to decide upon one of these options—capacity improvements or a level of service policy change—in order to support concurrency.			X	X	City of Maple Valley Ongoing
The City should adopt comprehensive plan policies stating that the City will plan cooperatively with WSDOT and neighboring cities to define the ultimate capacity for the SE 272 nd Street roadway.		X			Community Development Department/Public Works 2015
The City could adopt a formal LOS standard for police service and coordinate with the King County Sheriff's Office on monitoring of call responses to incidents by members of the Covington Police Department.		X			Community Development Department/Police Department 2015
The City should contract with the King County Sheriff's Office for the services of additional police officers commensurate with the level of development ultimately approved for the subarea.				X	Police Department Determine through development phasing Ongoing

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Exhibit D. Transportation Cost Estimates

Planning Level Cost Estimates – City Transportation Projects in Addition to Base Impact Fee

Component	Estimated Component Cost	Total Project Estimates										Cost Share: Alternative 2			Cost Share: Alternative 3				
		2	51	1	3	13	13	18	36	50	55	% Share: Alternative 2	Cost Share: Alternative 2	% Share: Alternative 3	Cost Share: Alternative 3				
Right Turn Lane	\$ 200,000																		
Left Turn Lane	\$ 600,000	1	2					1		1									
Add Through Lane	\$ 400,000																		
Add Receiving Lane	\$ 750,000																		
Striping	\$ 20,000																		
New Traffic Signal	\$ 450,000		1	1		1	1	1	1	1	1								
Modify Traffic Signal	\$ 250,000																		
Single Lane Roundabout	\$ 1,500,000																		
Multi-lane Roundabout	\$ 2,250,000																		
Bridge/Culvert Replacement	\$ 1,500,000																		
Significant Walls	\$ 400,000							1											
Minor ROW	\$ 200,000	1	1	1	1			1		1	1								
Major ROW	\$ 500,000																		
Minor Env	\$ 100,000																		1
Major Env	\$ 300,000																		
Major Utility Relocation	\$ 100,000	1			1					1									
Assumptions:		<p>This document estimates the cost of each mitigation proposal in Mitigation Measure 35, except for projects that are outside of Covington, and projects already in the traffic impact fee program. Estimates are conceptual level and are based upon the descriptions in the exhibit and “Google maps” site review. Estimates are based upon recent experience with similar projects by David Evans and Associates consultants. The percent share for each project is shown. The cost per trip is in addition to the city’s base impact fee. SR 516 is identified for improvement in the EIS under No Action conditions. However, Alternative 3 results in a decrease of trips west of 204th which would offset the expected increase in trips east of 204th. Therefore consultants have assumed a zero proportional share (and the project is not included in this matrix).</p>																	
		Sum										\$123,500			\$431,500				
		Net New Primary PH										1965			2578				
		Cost Per Trip										Not Applicable			\$167.38				

Exhibit E. Planned Action EIS Conceptual Alternatives

Alternative 2 Conceptual Land Use Plan



Note: The size, shape, and location of all land uses, trails, and road alignments depicted are conceptual. Final locations and extents will be determined as part of final site plan approval.
Source: Communita, 2013

Alternative 3 Conceptual Land Use Plan



Note: The size, shape, and location of all land uses, trails, and road alignments depicted are conceptual. Final locations and extents will be determined as part of final site plan approval.

Source: Communita, 2013

**DISCUSSION OF
FUTURE AGENDA TOPICS:**

**6:00 p.m., Tuesday, February 25, 2014 Special Meeting -
Study Session**

7:00 p.m., Tuesday, February 25, 2014 Regular Meeting

(Draft Agendas Attached)



Covington: Unmatched quality of life



CITY OF COVINGTON SPECIAL MEETING AGENDA CITY COUNCIL STUDY SESSION

Council Chambers – 16720 SE 271st Street, Suite 100, Covington

Tuesday, February 11, 2014 - 6:00 p.m.

***Please note meeting start time ***

GENERAL INFORMATION:

The study session is an informal meeting involving discussion between and among the City Council, Commission (if applicable) and city staff regarding policy issues. Study sessions may involve presentations, feedback, brainstorming, etc., regarding further work to be done by the staff on key policy matters.

CALL CITY COUNCIL STUDY SESSION TO ORDER

ROLL CALL

APPROVAL OF AGENDA

ITEM(S) FOR DISCUSSION

1. Report from Town Center Development Partner

PUBLIC COMMENT Speakers will state their name, address, and organization. Comments are directed to the City Council, not the audience or staff. Comments are not intended for conversation or debate and are limited to no more than four minutes per speaker. Speakers may request additional time on a future agenda as time allows.

ADJOURN

For disability accommodations call 253-480-2400 at least 24 hours in advance. For TDD relay service call (800) 833-6384 and ask the operator to dial 253-480-2400.

****Note*** A Regular Council meeting will immediately follow at approximately 7:00 p.m.*



Covington: Unmatched quality of life
CITY OF COVINGTON
CITY COUNCIL REGULAR MEETING AGENDA
www.covingtonwa.gov



Tuesday, February 25, 2014
7:00 p.m.

City Council Chambers
16720 SE 271st Street, Suite 100, Covington

Note: A Special Study Session Meeting is scheduled from 6:00 to 7:00 p.m.

CALL CITY COUNCIL REGULAR MEETING TO ORDER – approximately 7:00 p.m.

ROLL CALL/PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA

PUBLIC COMMUNICATION - NONE

PUBLIC COMMENT Speakers will state their name, address, and organization. Comments are directed to the City Council, not the audience or staff. Comments are not intended for conversation or debate and are limited to no more than four minutes per speaker. Speakers may request additional time on a future agenda as time allows.*

APPROVE CONSENT AGENDA

- C-1. Minutes: February 11, 2014 Study Session and February 11, 2014 Regular Meeting (Scott)
- C-2. Vouchers (Hendrickson)
- C-3. Approve Resolution Revising Vision, Mission and Goals Statement (Scott)
- C-4. Accept Updated Council Rules of Procedure (Scott)

REPORTS OF COMMISSIONS

- Human Services Chair Haris Ahmad: February 13 meeting.
- Arts Chair Sandy Bisordi: February 13 meeting.
- Parks & Recreation Chair Steven Pand: February 19 meeting.
- Planning Chair Sean Smith: February 6 and February 20 meetings.
- **Future Meetings:** Economic Development Council: Next meeting February 27.

PUBLIC HEARING

1. Public Testimony and Possible Action on Medical Marijuana Moratorium Extension Ordinance (Hart)

NEW BUSINESS

2. Discussion Aquatics Center Roof Bid (Thomas)
3. Approve School Resource Officer Agreement (Klason)
4. Approve City Manager Merit Goals for 2014 (Matheson)

COUNCIL/STAFF COMMENTS - Future Agenda Topics

PUBLIC COMMENT *See Guidelines on Public Comments above in First Public Comment Section

EXECUTIVE SESSION – If Needed

ADJOURN

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