



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

PLANNING COMMISSION AGENDA

September 18, 2014

6:30 PM

CALL TO ORDER

ROLL CALL

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

PLEDGE OF ALLEGIANCE

APPROVAL OF CONSENT AGENDA

1. Planning Commission Minutes for August 21, 2014

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

UNFINISHED BUSINESS – No Action Required

2. Staff Memo Status Update on 2015 Comprehensive Plan Update (Two Attachments)

NEW BUSINESS – No Action Required

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

ATTENDANCE VOTE

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

COMMENTS AND COMMUNICATIONS OF COMMISSIONERS AND STAFF

ADJOURN

**CITY OF COVINGTON
Planning Commission Minutes**

August 21, 2014

City Hall Council Chambers

CALL TO ORDER

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

MEMBERS PRESENT

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

MEMBERS ABSENT

Ed Holmes and Sean Smith

STAFF PRESENT

Angie Feser, Parks Planner
Richard Hart, Community Development Director
Salina Lyons, Principal Planner
Ann Mueller, Senior Planner
Kelly Thompson, Planning Commission Secretary

APPROVAL OF CONSENT AGENDA

- **1. Commissioner White moved and Commissioner Gilbert-Smith seconded to approve the minutes and consent agenda. Motion carried 5-0.**

CITIZEN COMMENTS – None

PUBLIC HEARING - None

UNFINISHED BUSINESS – None

NEW BUSINESS

2. 2015 Comprehensive Plan Update Joint Commission Workshop with Covington's Economic Development Committee, Arts Commission and Parks and Recreation Commission

Richard thanked all of the commissioners and committee members for attending the meeting. Our consultant will be providing an opportunity for input and eventually get to a public hearing before the planning commission and later the city council. You will be able to take this information back to your respective commissions.

Mr. Hart introduced Bill Grimes, the city's consultant with Studio Cascade. It is a state requirement for cities to conduct an annual Comprehensive Plan Update. It has been about 10 years since the city has gone through this extensive of a process. This plan guides our growth and development over the next couple of decades.

After a round of introductions, Bill gave a presentation to explain which parts of the Comprehensive Plan are being focused on during the update. He described the process that they have gone through that included determining the vision and the storefront studio. The vision will underpin everything that we do in the comprehensive plan.

One of the participants asked about how we are defining "destination." Mr. Hart explained that Covington is a place you want to live and work in as opposed to a city you pass through.

Covington is growing at a relatively high rate and forecasts predict over 20,000 by the year 2035. He touched on education level, commute, household size, household income and median house prices in comparison to King County.

People are talking about the town center and promise it will offer. On June 23rd, we asked people to help us to make sure the vision is still relevant. People were asked about several topics including family friendly, pedestrian friendly, affordable housing, living wage jobs, parks and recreation and natural environment.

The store front studio was open for 4 days in July and worked on policy priorities, roadway and public spaces, managing mobility and balance, transportation.

One of the participants asked about input from the 18 and under crowd. Ann went to the high school and elementary schools, and sent information to principals, but did not feedback. Ann said once school starts, we can reach out to leadership groups or athletic groups.

Parents have expressed concern about safe walking routes to schools.

Workshop participants were asked to evaluate 4 policy points by priority, funding, timeline, and strategy. The workshop participants spent approximately 45 minutes reviewing and discussing their priorities.

Goals are the destination (long range), policies are the individual statements that guide the city's actions, objectives are the mileposts along the way, programs are the actions that implement the policies that help you achieve the goals.

ATTENDANCE VOTE

- **Commissioner Gilbert-Smith moved and Commissioner White seconded to excuse the absence of Chair Smith and Commissioner Holmes. Motion carried 5-0.**

PUBLIC COMMENT – None

COMMENTS AND COMMUNICATIONS FROM STAFF

Salina reported that the city council adopted the multifamily tax exemption and development agreement for the inland group.

Cancelling September 4th pc meeting, no august 26 city council meeting.

Bill asked about the process moving forward. The consultant team is working on different elements and will come back with a policy analysis assessment. Staff will bring this back to the PC.

ADJOURN

The August 21, 2014 Planning Commission Meeting adjourned at 8:37 p.m.

Respectfully submitted,

Kelly Thompson, Planning Commission Secretary



City of Covington
16720 SE 271st St. Suite 100
Covington, WA 98042

City Hall – 253.480.2400
www.covingtonwa.gov

Memo

To: Planning Commission Members

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

CC: Salina Lyons, Principal Planner

Date: September 18, 2014

Re: Summaries of the Stakeholder Interviews & Storefront Studio

Attachment 1 is a summary prepared by our consultant after their stakeholder interviews with various Covington community members for an orientation on issues and concerns in the community and what direction those individuals felt the city should be heading.

Attachment 2 is a summary describing the four-day storefront studio and outcomes.

The Planning Commission should review these two documents prior to our meeting on the 18th and be prepared to discuss any gaps or additional areas that you think the consultants should be keeping in mind as they move forward with preparing the first draft of the comprehensive plan.

There is no action that needs to be taken at tonight's meeting on these summaries, staff is just sharing what we have received from the consultant and open to any additional input from the Planning Commission.



August 19, 2014

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

Subject: Interview Summaries, Covington Comp Plan Update

Dear Ann:

Attached are our notes from the interviews conducted with community residents and business owners. These notes will contribute context to ensure the plan remains sensitive to those issues most important to the community. We understand that this document reports on the thoughts and opinions shared by the interviewees and may not represent the thoughts and opinions of the City staff or the greater community. This was a start to our part in this process, and I believe this information provided an excellent beginning for our initial workshops and analysis.

Thank you for your assistance in arranging these interviews.

Sincerely,



William Grimes, AICP
Principal, Studio Cascade, Inc.

Interview Summaries

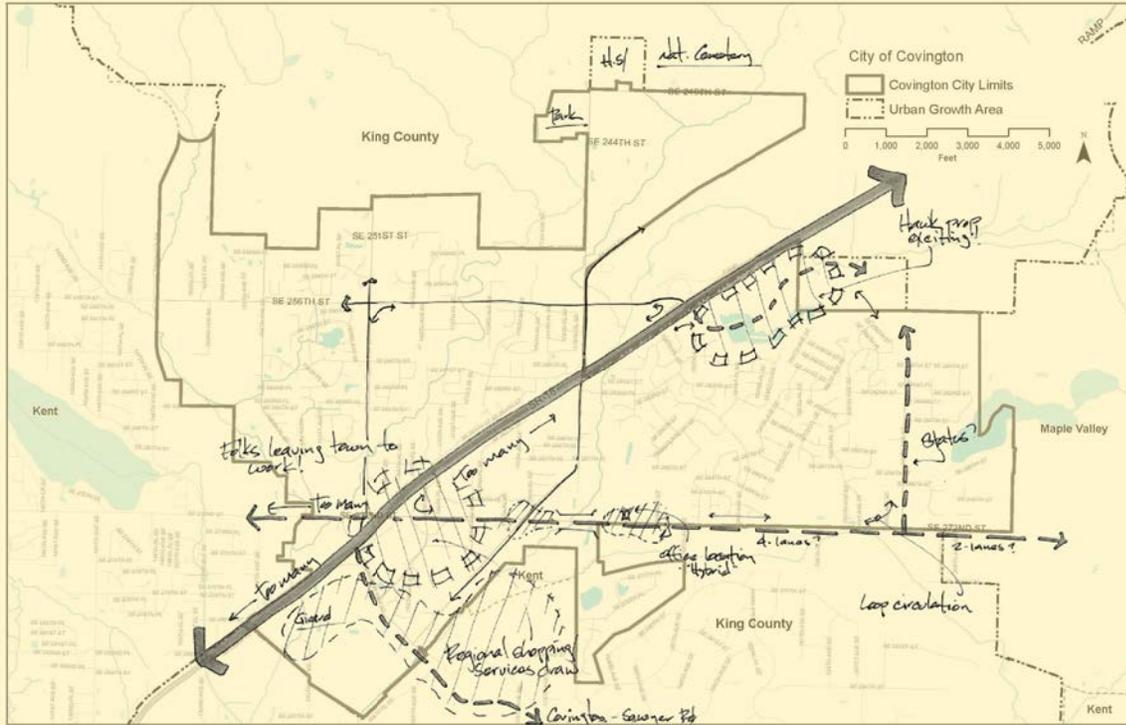
Table 1 – Interview schedule

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

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

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

The interviews consisted of one-on-one meetings, revolving around a variable set



Stakeholders helped identify areas of concern and opportunity on a map. Overlaying the stakeholder maps indicates areas of intersection, where multiple stakeholder thoughts converge in particular areas of town. The final page of this report presents the consolidated spatial assessment.

of investigative questions. The interviews also involved sketch mapping, helping to illustrate in a spatial context the issues, hopes and concerns discussed during the interviews. Overlaying these sketch maps reveals shared ideas about the city, adding emphasis to written notes and opportunities or urgency of action in certain areas. The final page of this report helps to illustrate particular areas in and around Covington that the interviewees mentioned, particularly related to the importance of the town center, the Hawk property's potential impact on the community, and the congestion on Kent-Kangley Road. These overlays help assign priorities to the community's issues and opportunities, providing a spatial context to the conversation. The sketch maps are attached at the end of this summary.

Issues

Interviews were held in confidence. The following list of issues is intended to represent and report on overall findings, identifying topics that appeared especially insightful, important or that were shared by at least two interviewees.



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



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

Small town feel

Participants universally agreed that much of what attracted them to Covington – and what causes them to stay – is the community's small town feel. While each interviewee may define it differently, there is an atmosphere of being known, of having opportunities to be involved, of being served by good, accountable schools and of believing that Covington is a genuinely good place in which to live and raise a family. It may not look like the inspiration of a Norman Rockwell painting, but many of the characteristics communicated in those works find embodiment in Covington's way of life. It's a contemporary home town for those who live there, fulfilling today's needs while also supporting the social networks that help its residents feel comfortable, welcome and safe.

Leadership

At under 20,000 residents, Covington's size provides for accessible community leadership positions for those wishing to fill them. City councilmembers relish their close ties and history in the community, with most of them gaining seats on the council after decades of local community service. Even community newcomers are encouraged to participate in leadership positions, and a newly-revitalized chamber of commerce is an example of an organization that is expanding its reach to welcome new energy – much of which is coming from relatively fresh Covington residents and business owners. The community's leadership involvement may be limited by the time many residents

spend commuting to work. There are 5,800 households in Covington, and more than 8,600 Covington residents work. That translates to multiple incomes per household, restricting the amount of time those in individual households can devote to volunteer or community leadership activities.

Fiscal environment

Like most Washington municipalities, Covington’s budgets are tight. The City survived the Great Recession in better shape than most, and the community is able to meet its service obligations. But the stresses of new growth and the demands for increased public safety and recreation services means that any increased revenue will be welcome. While



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

the City is far from being in a crisis situation, there is a long wish-list of things to do and not enough revenue to accomplish all of these. Trade-offs and prioritization will need to be made.

Transportation congestion

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

Interviewees mentioned the City’s approaches to manage congestion on Kent-Kangley and its proactive move to prepare a design for the roadway’s improvements – even in advance of WSDOT’s commitment to do any work to it. There’s an understanding that the congestion problem is one the City will need to take the initiative to solve. The State may support the City’s work through earmarks or other special funding – likely a result of active City

lobbying, but the more conventional approach of relying on WSDOT's capital projects cycle will not necessarily be effective. According to some of those interviewed, the City will initiate construction to widen the road east of Wax Road, installing a bridge at Jenkins Creek and facilitating turning movements. Other work east of Jenkins Creek will follow at an unspecified future time.

Connections

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

Trails

Walking and bicycling are popular recreational activities. Covington's residents may not walk or ride bikes to get to work or to shop, but they do walk, run and ride for fun. The community places an emphasis on trail development, and the Soos Creek Trail is an



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

actively used resource. The City has adopted a trails plan, and it foresees increasing the reach and quality of the community's trails system.

Parks

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



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

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

Employment

Interviewees noted that the bulk of Covington's working population leaves town for their places of employment. Covington residents work to the west and north, finding

jobs in Tacoma, Kent, Tukwila, Renton, Seattle and Bellevue. Jobs in Covington generally are not high-paying enough to support living in Covington, according to interviewees, and they would like to chip away at that imbalance.

Town Center

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

Hawk Property subarea

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

eastern neighborhoods is attractive to those interviewed, alleviating congestion on Kent-Kangley and potentially making retail development in the Hawk Property subarea more accessible to existing neighborhoods.

Family life

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

Shopping

Covington has a Costco, Fred Meyer, Safeway, Walmart, Home Depot, Office Depot, a Kohls and dozens of other stores benefiting from the community's location along Kent-Kangley Road (SR-516). Interviewees confirmed that Covington's retail core is a popular shopping destination. It serves locals, and it serves those who come to Covington from throughout southeast King County.

Black Diamond/Maple Valley

Covington's eastern neighbors are planning to grow, and interviewees mentioned repeatedly that Black Diamond's master planned communities will greatly influence Kent-Kangley Road's character and congestion and make even busier Covington's shopping districts. Interviewees mentioned Maple Valley's "Four Corners" development east of town on Kent-Kangley Road and how it has led to an appreciable increase of traffic on that

corridor. The three cities are communicating, however, finding collaborative ways to identify and deal with the issues growth brings.

Kent

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



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

annexations. The two communities are closely tied together. They share a school district, and they share a water/sewer district.

Storm water

Covington drains. Soil conditions provide Covington a somewhat unique opportunity to manage its stormwater incredibly effectively. Storm water management strategies employed elsewhere in King County, where soils cannot as effectively accommodate storm flows, may not be applicable in Covington. According to interviewees, this can provide Covington with creative license to integrate storm water management in interesting ways, potentially using stormwater facilities as instruments to enhance community character and increase the community's recreational assets.

Urban growth boundary

The issue of Covington's urban growth boundary arose in interviews, as well. Some interviewees believe that maintaining a discrete edge between what's urban and what's rural is crucial to defining Covington's character. Others believe that the edge is in the wrong place and that it might be more appropriate to transition gradually from urban levels of intensity to a rural landscape. "The Notch" – that area outside of the UGA northwest of SR-18 and east of Wax Road – came up in discussions, too. Most of the comments were limited to explanations of that area's history, while others dealt with whether the area should be included in the UGA or not. Interviewees noted that the time to consider its inclusion is in the somewhat distant future. At present, the area's political history and King County policies indicate that that it may never be included.



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

Direction

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

There are still topics with some ambiguity, and these will need to be better clarified to inform

the public of existing planning efforts, policies and regulations, or investigated further in this process. These include:

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



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



While the community is on a path supported by the interviewed stakeholders, the plan guiding it is unfamiliar to many of them.

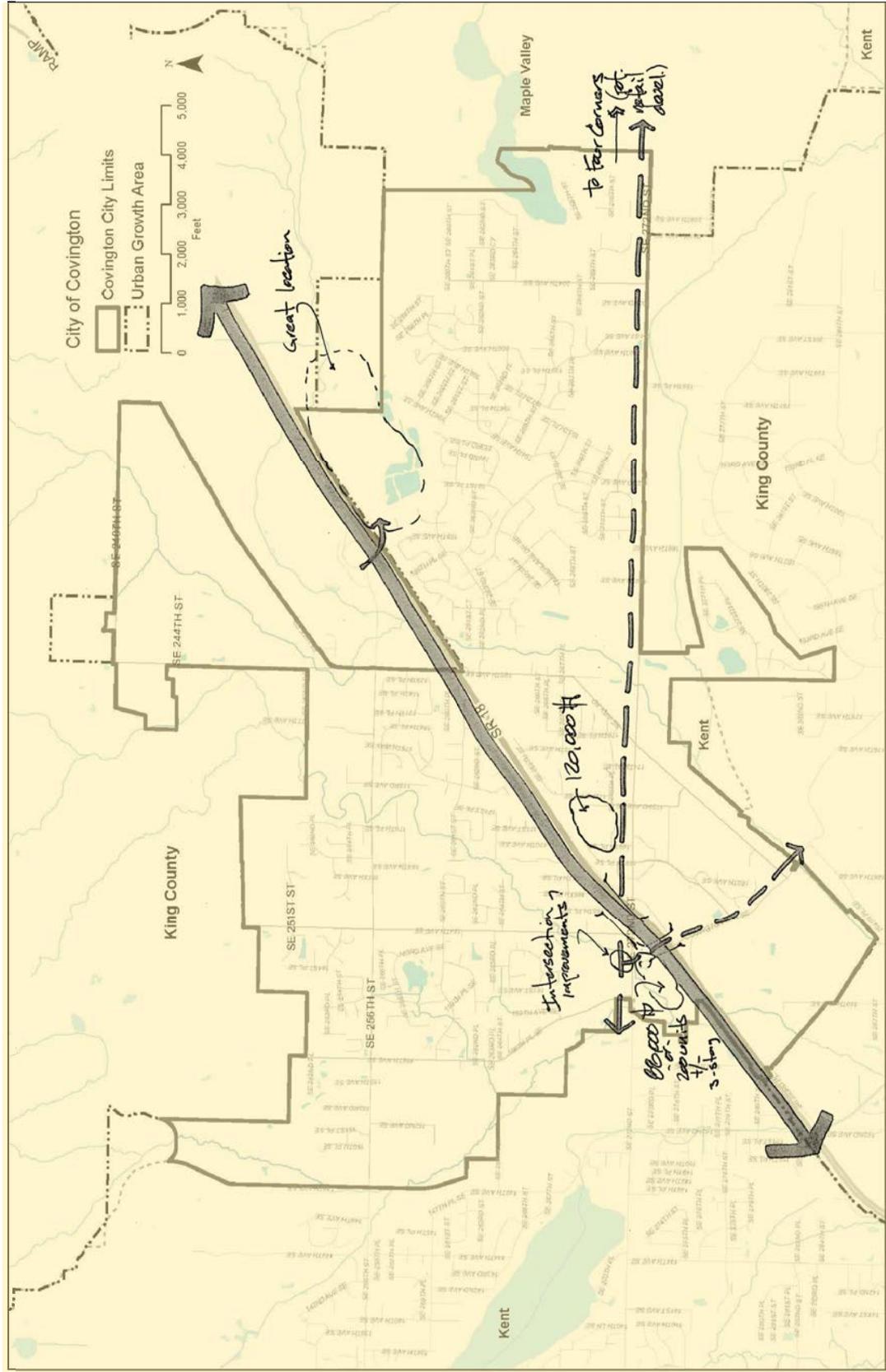
to widening the roadway to accommodate existing congestion and forecasts of even more, but there may need to be attention paid to how that change in roadway scale will impact the development of land along it.

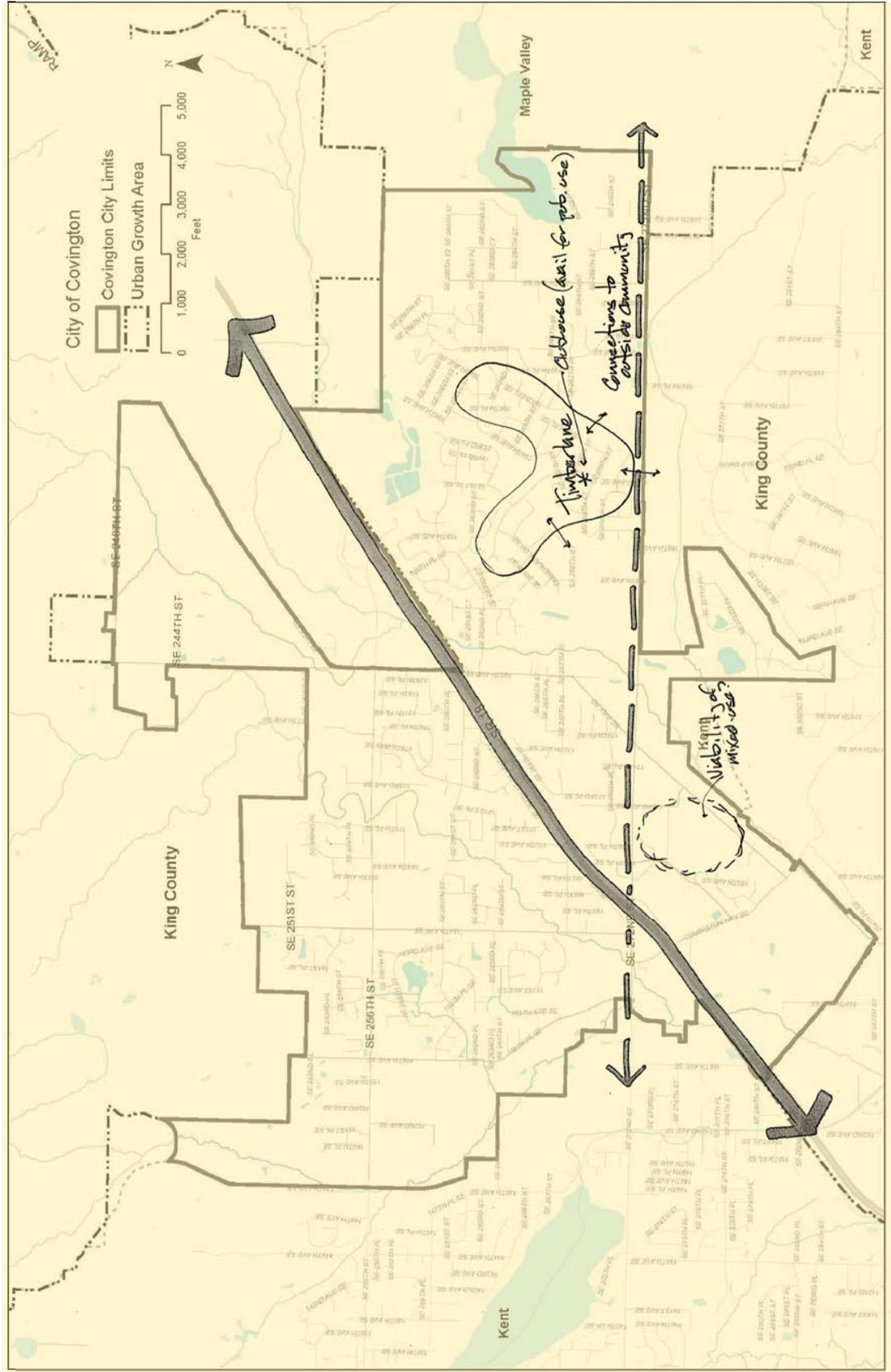
- *The priority of capital spending and resources for it, particularly with regard to street widening and other likely candidates for that investment, like parks or trails. There are more needs than resources.*
- *The overall character and purpose of the two proposed developments at Town Center and the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

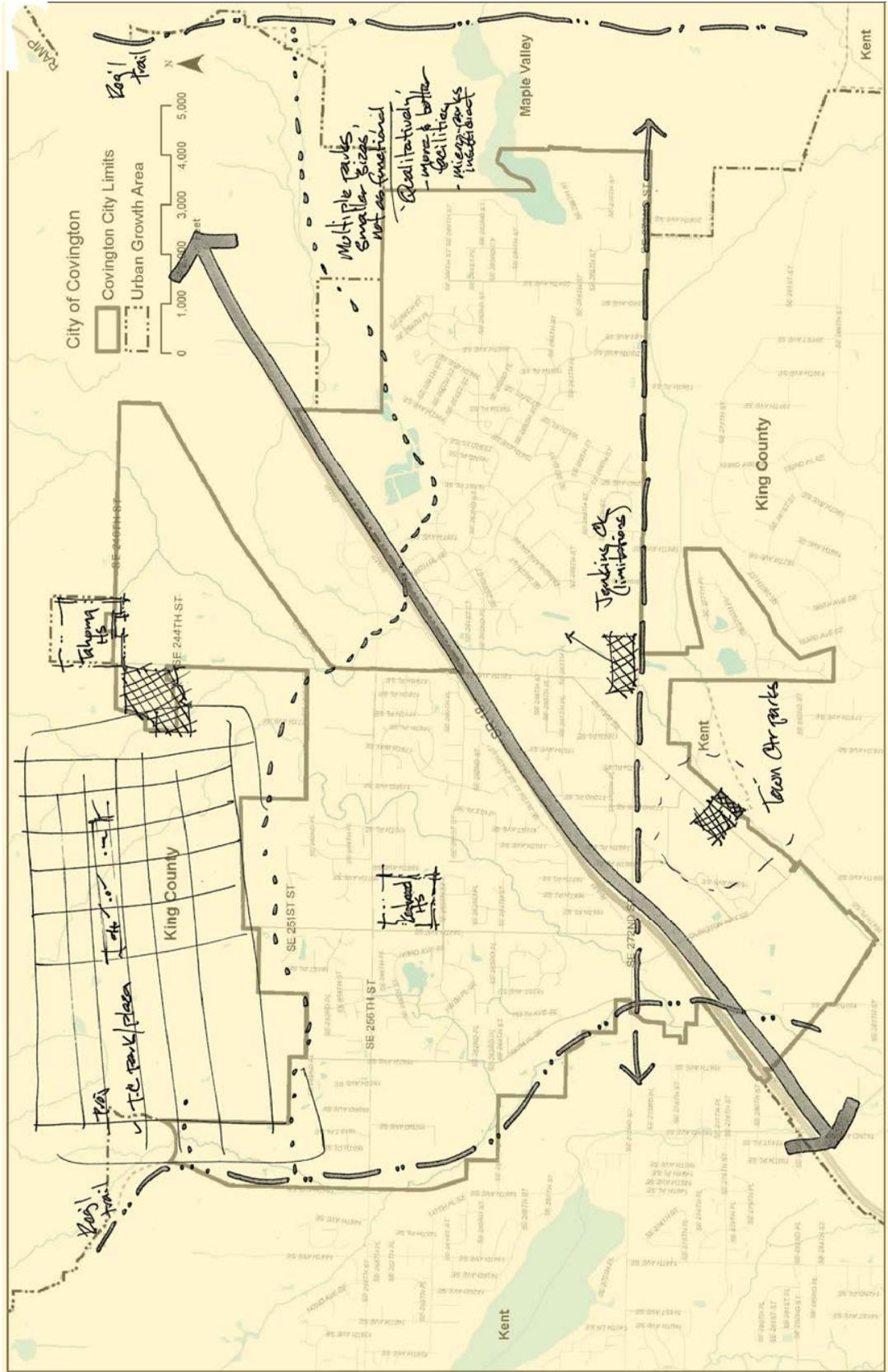
These stakeholder interviews confirmed staff's belief that this project needs to focus on fine-tuning of City policy versus transformation.

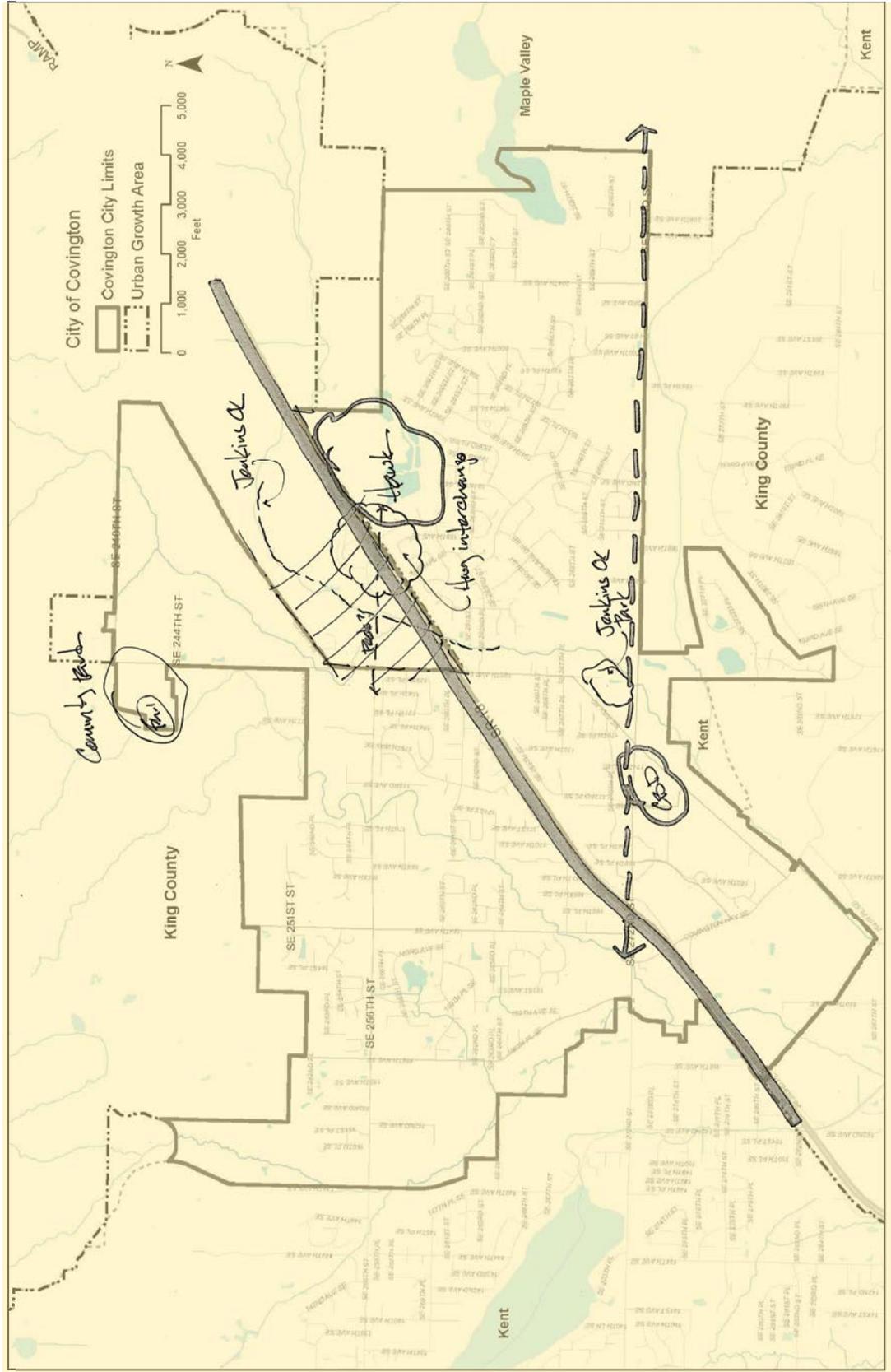
Interview Sketches

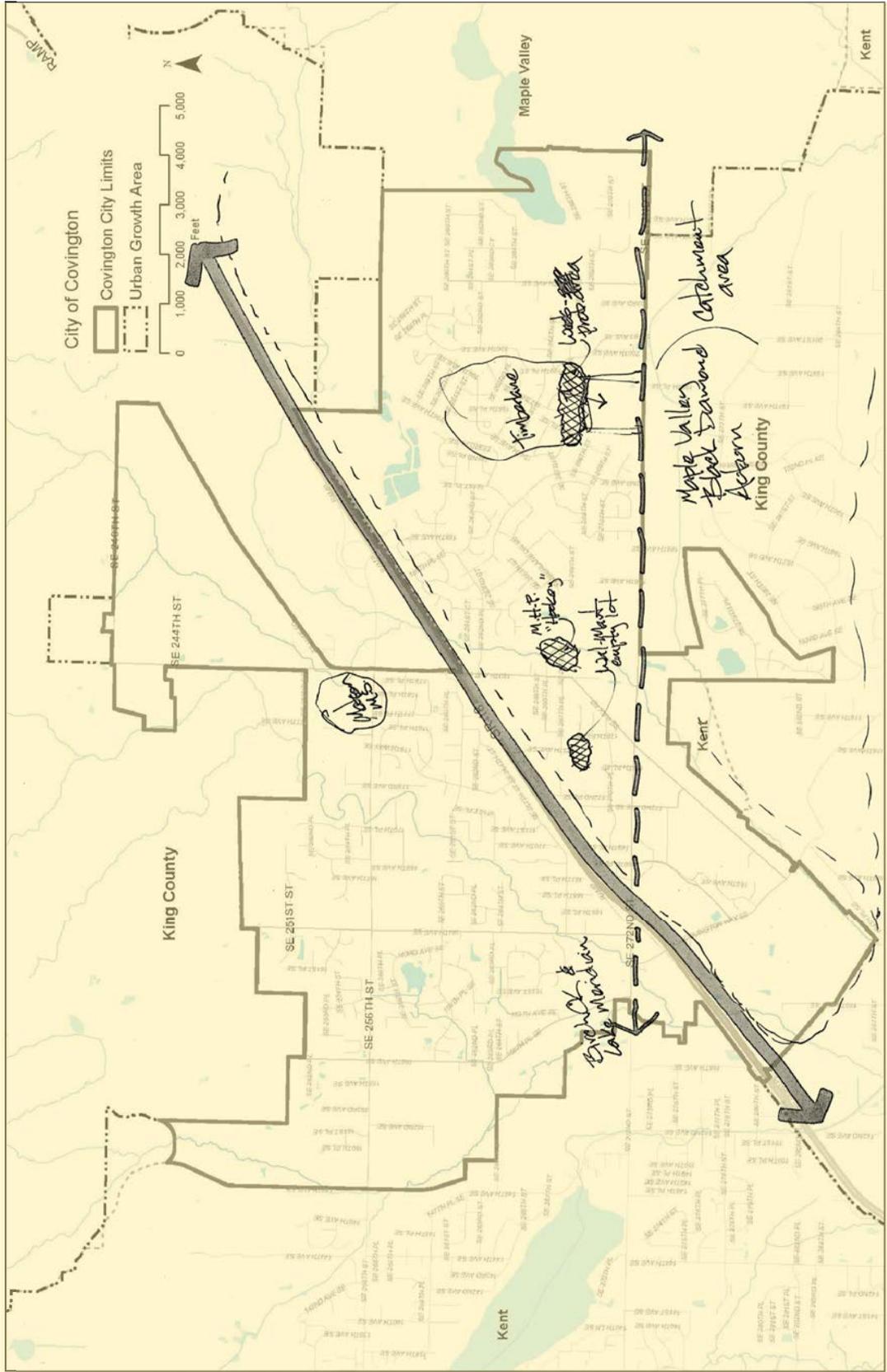
The sketches on the following pages were drawn at the time of the interviews, informed by interviewee comments. The final panel in the series presents an overlay of all drawings, illustrating the sense of common priority for the Town Center, congestion along Kent-Kangley, prominence of the Hawk Subarea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

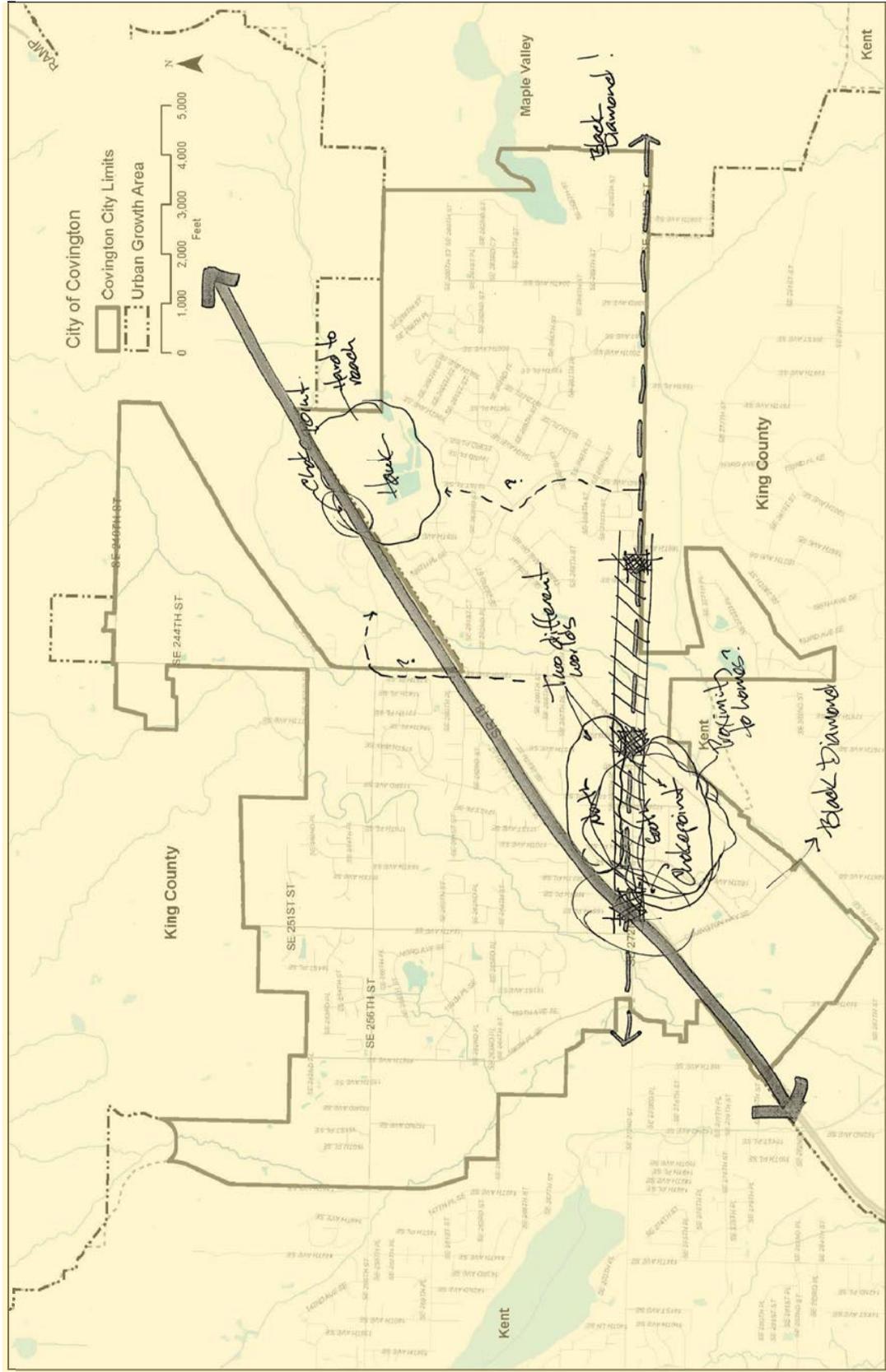


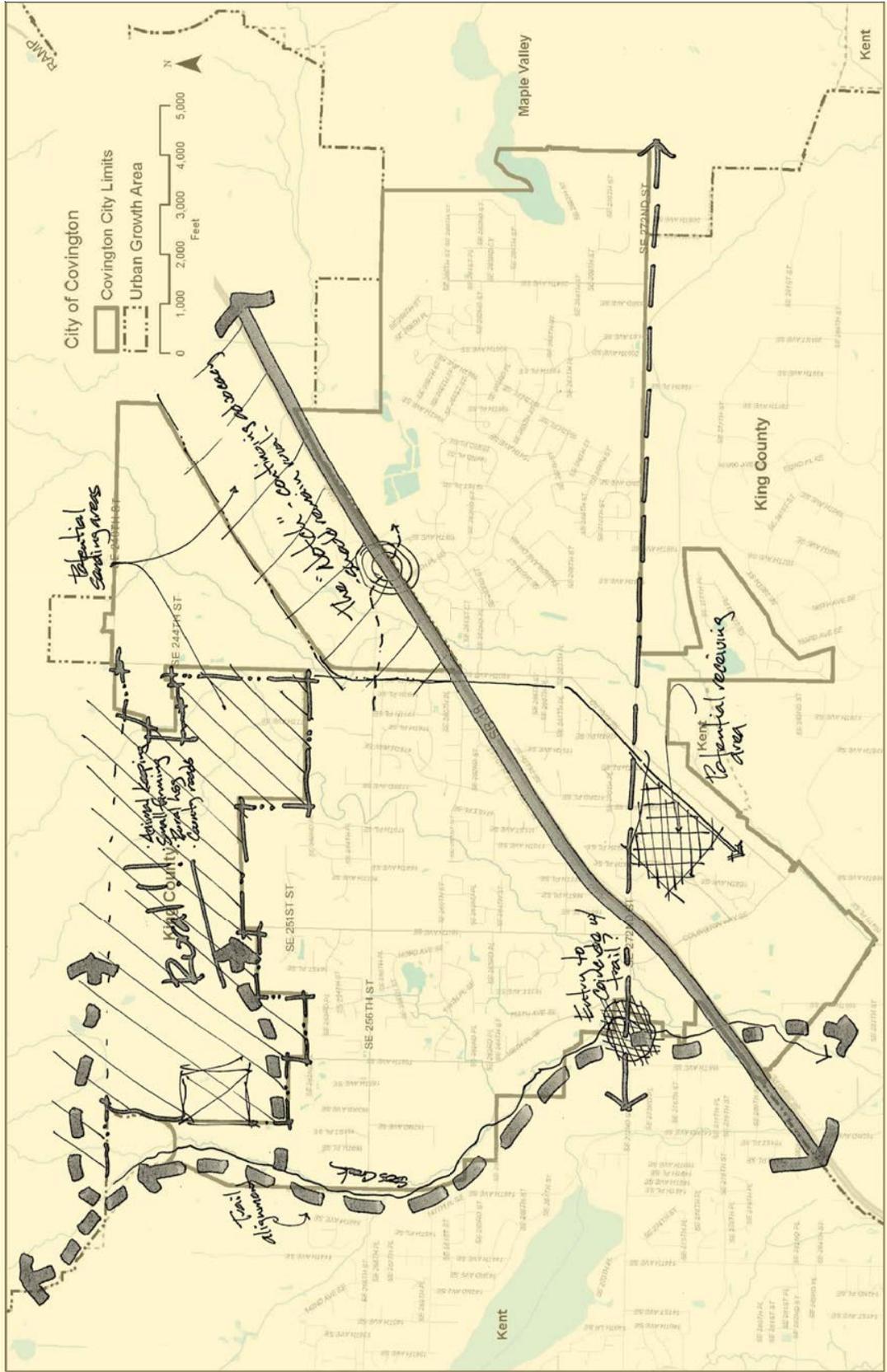


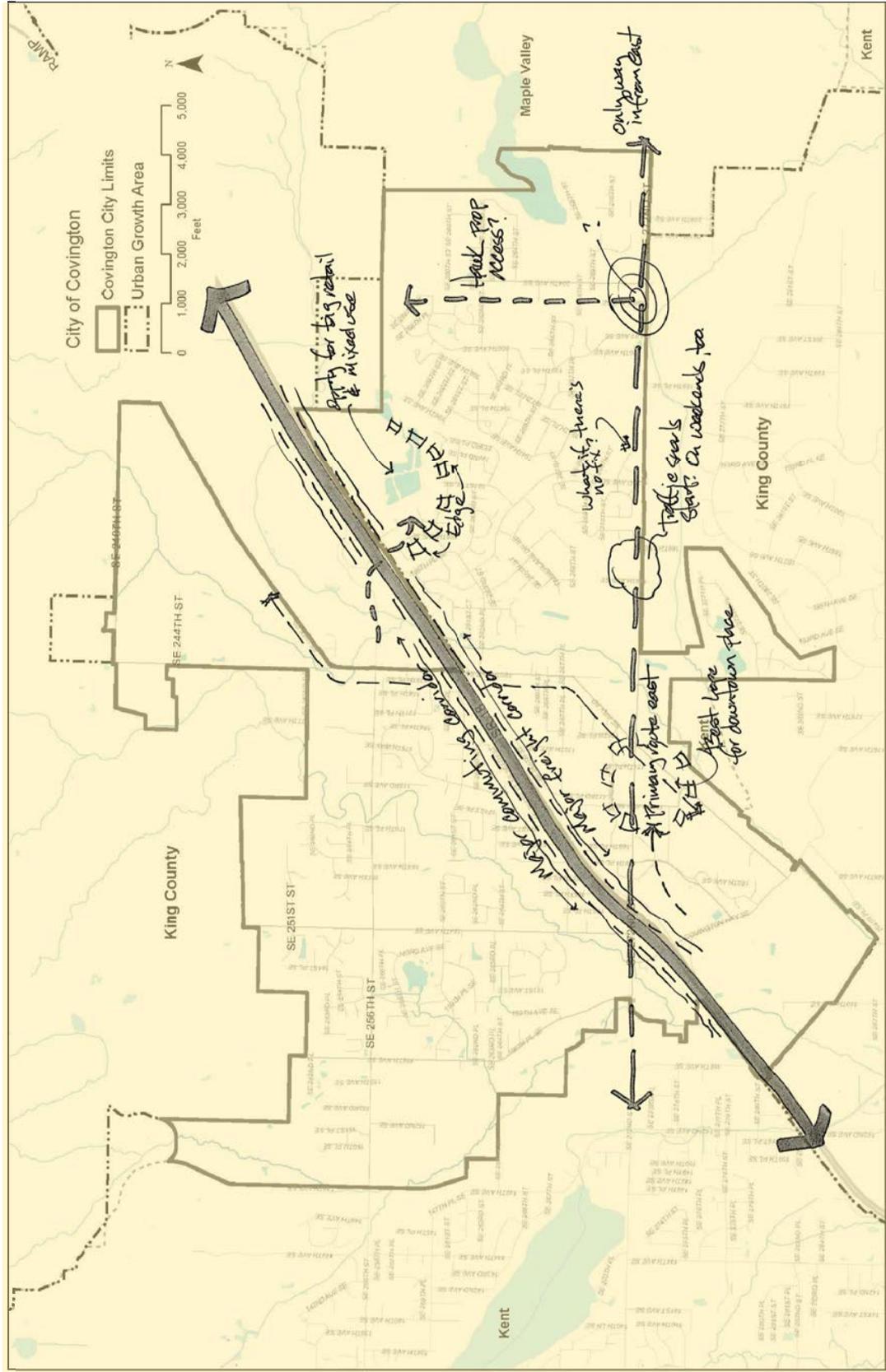


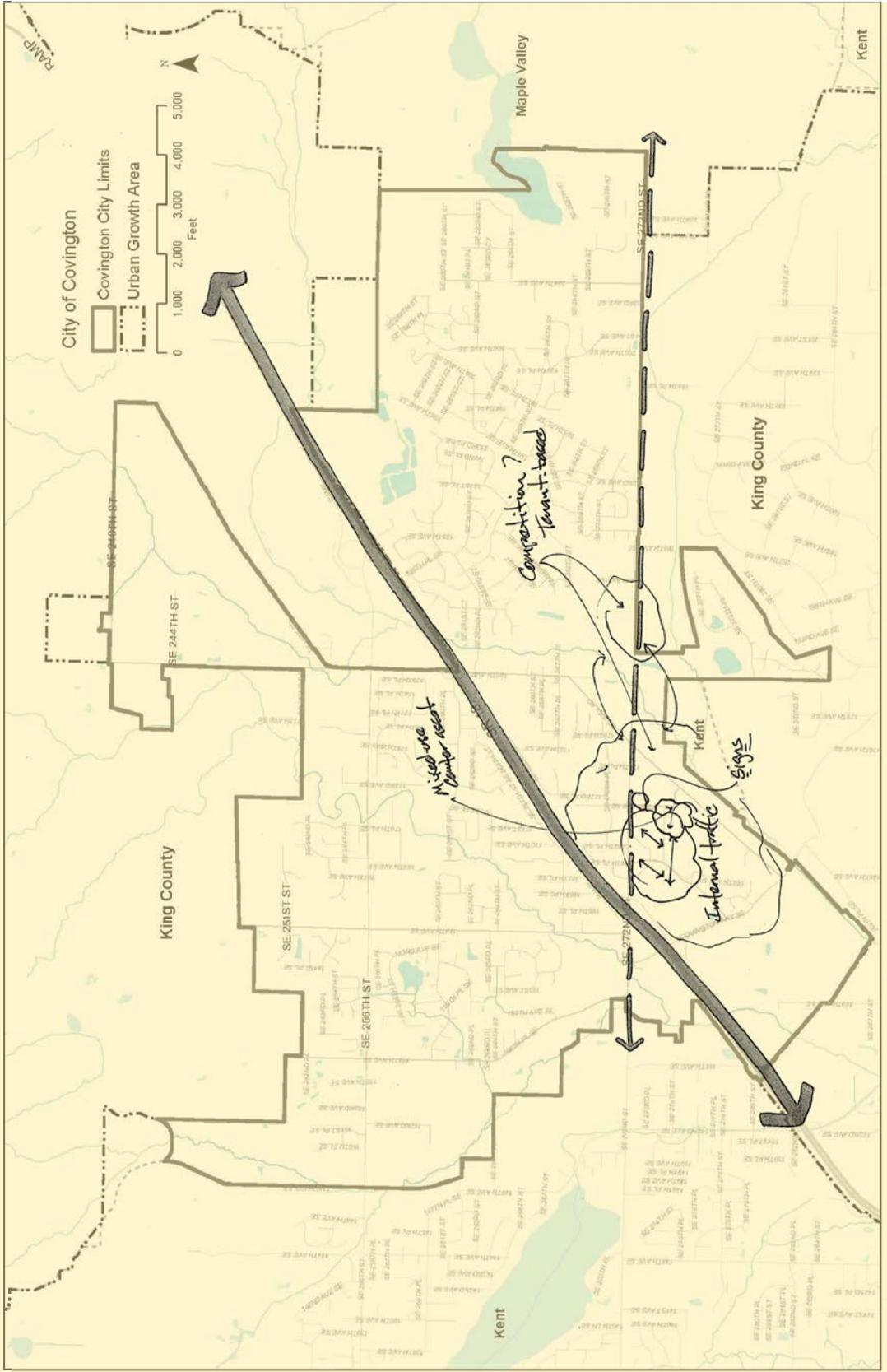


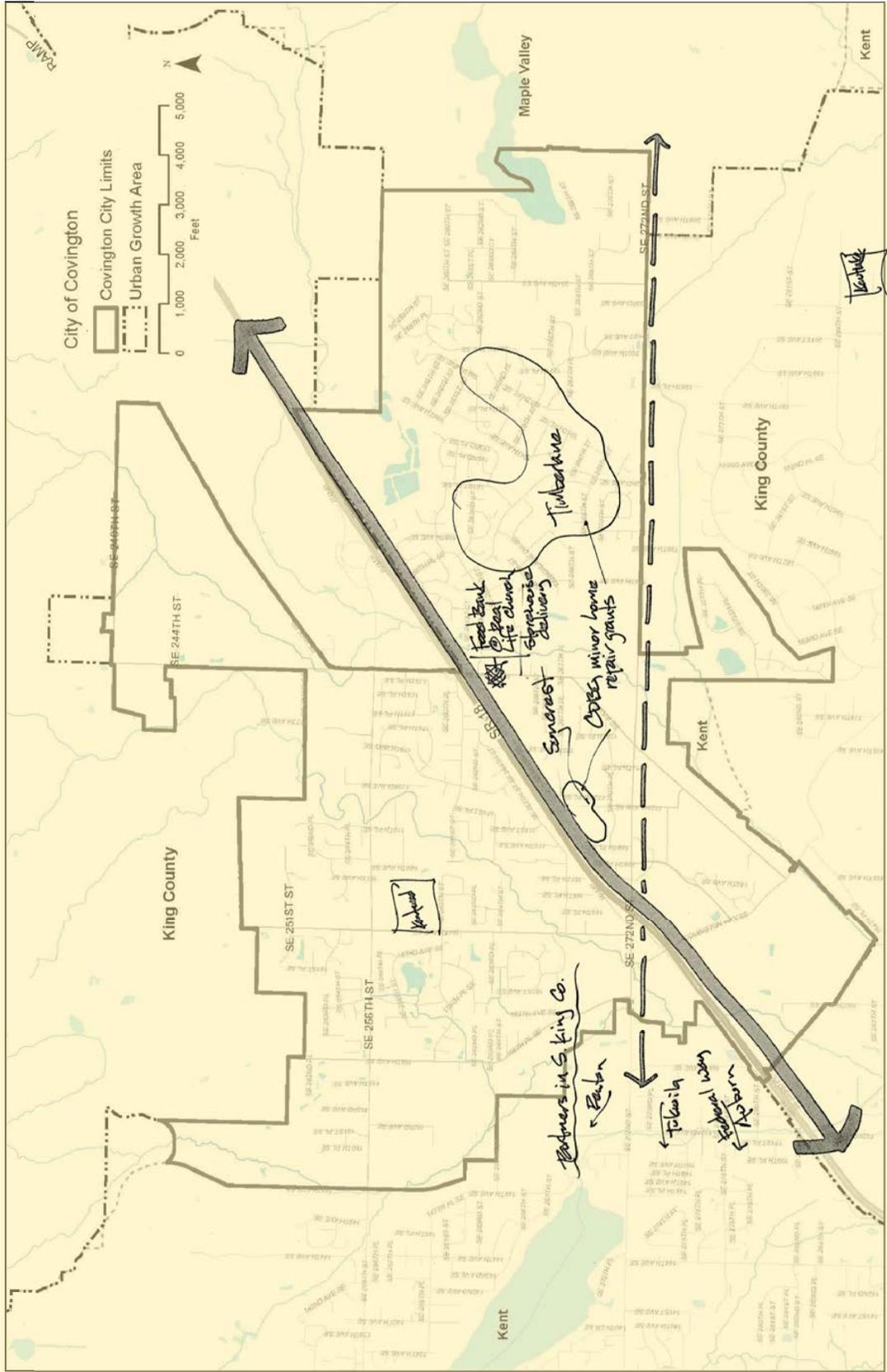


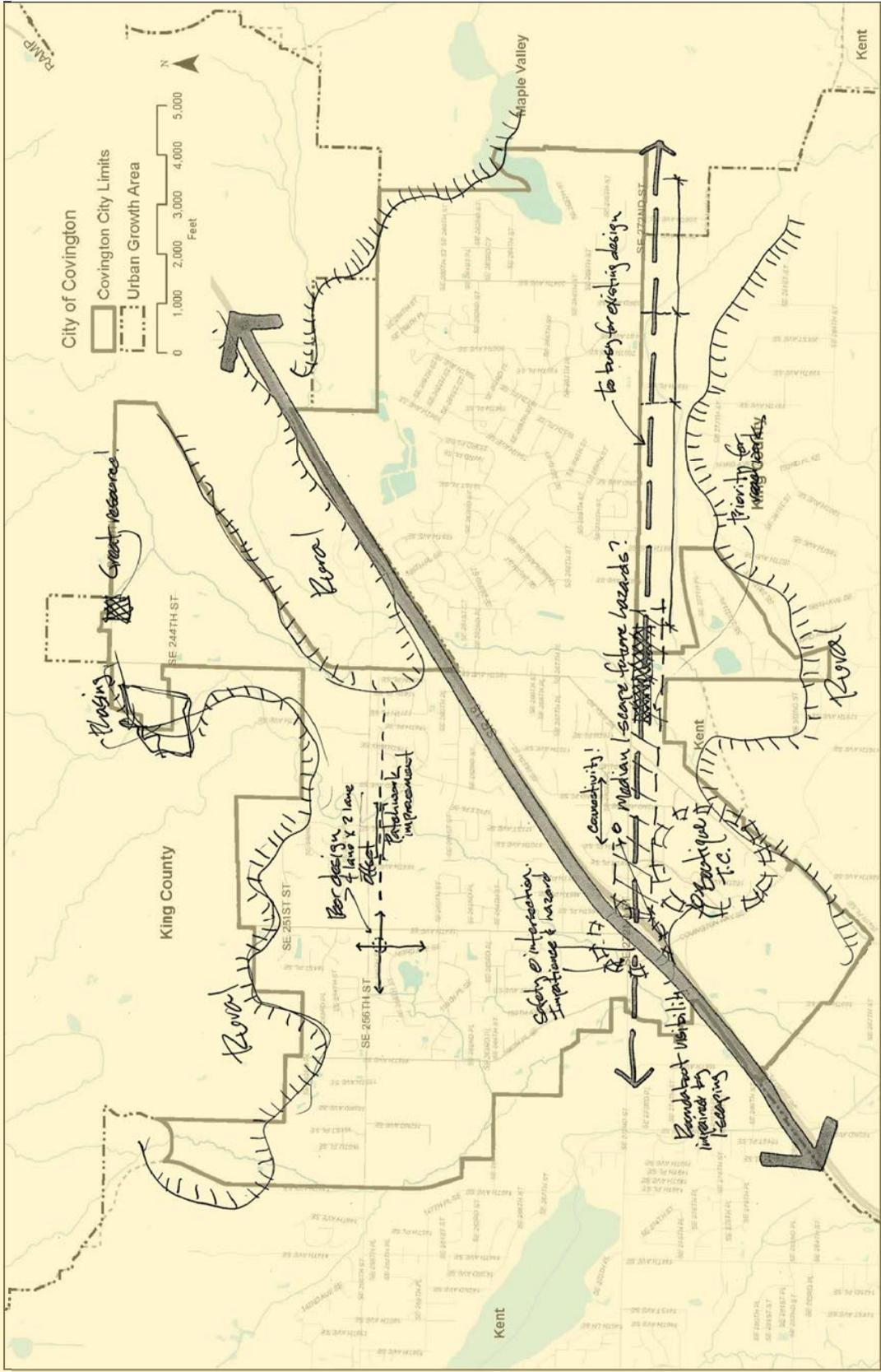


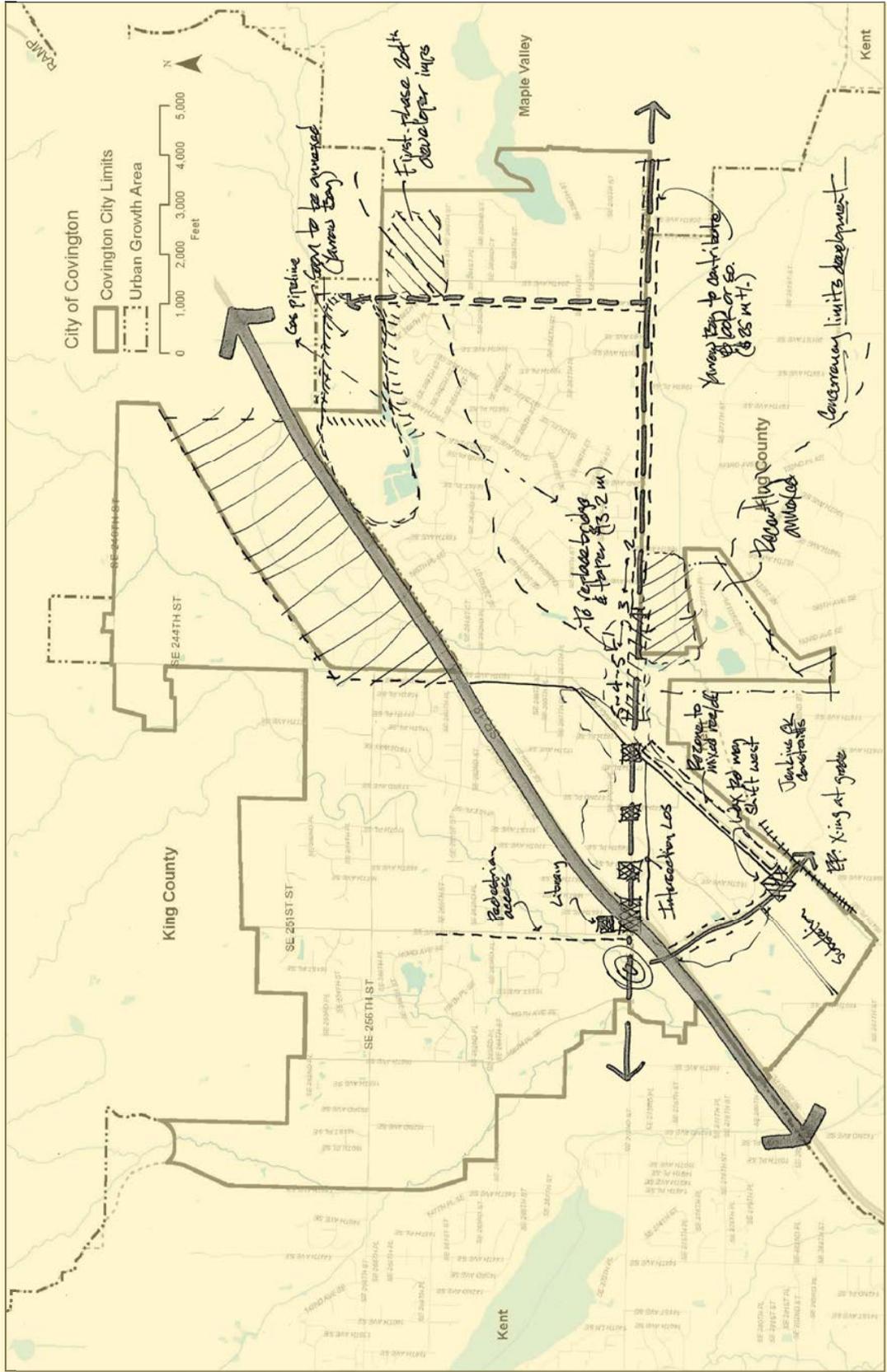


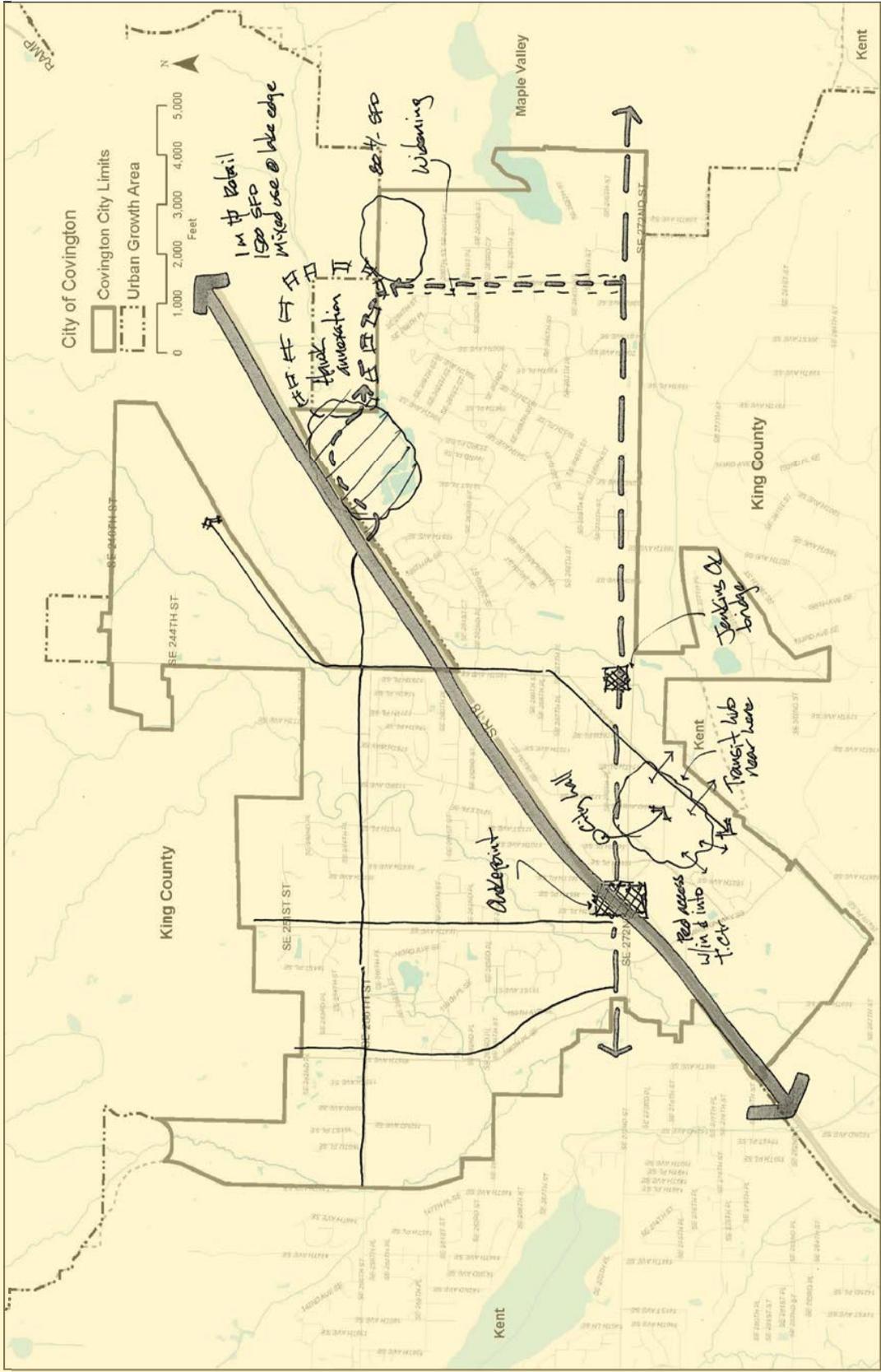


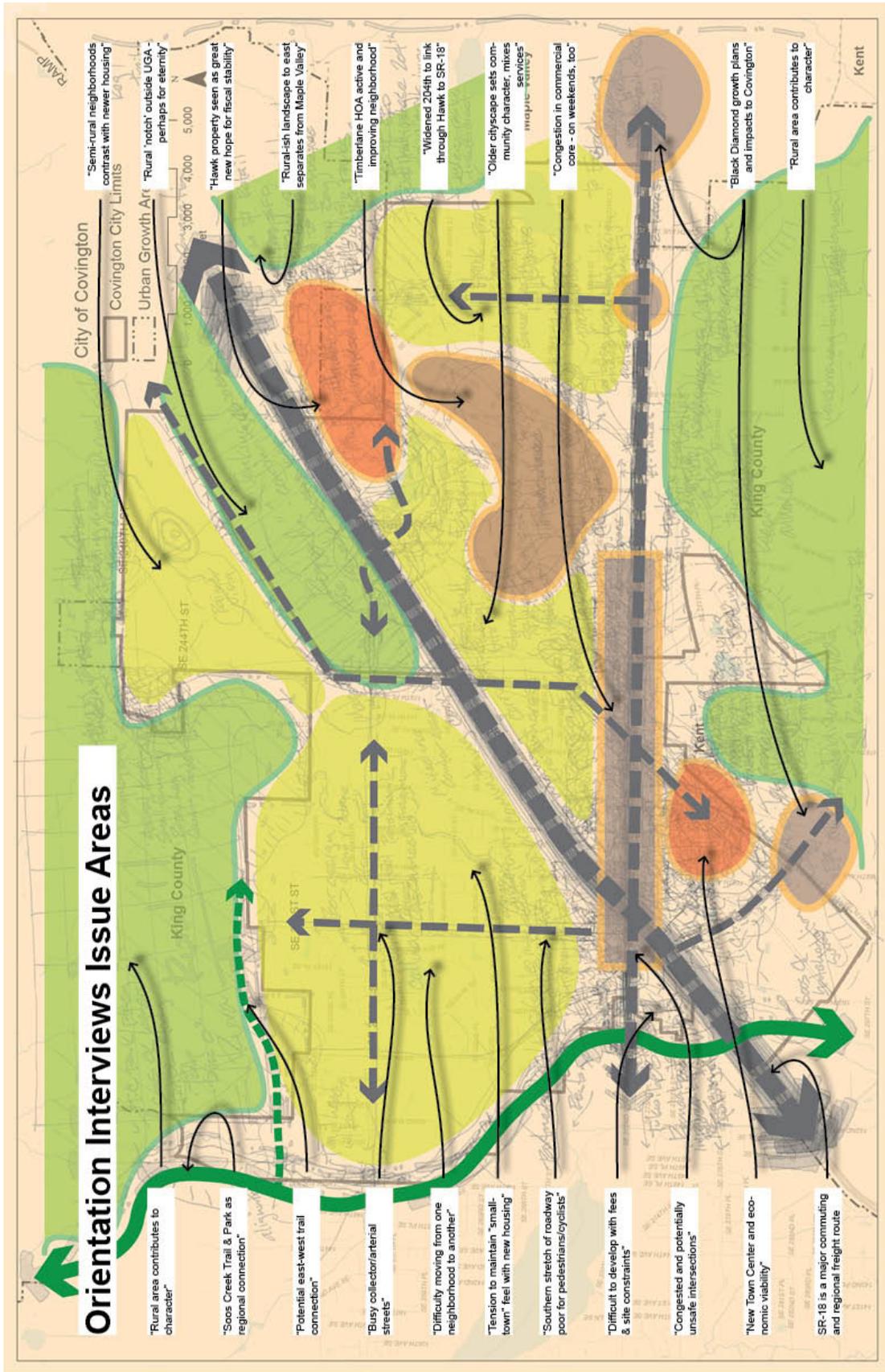














August 22, 2014

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

Subject: Storefront Studio Summary, 2015 Comprehensive Plan Update

Dear Ann:

The following presents a summary of our work with staff and community residents during the Storefront Studio, held July 21-24. These notes provide a record of that work, including information likely to inform Covington's plan update.

As is typical of these events, we had many free-ranging conversations with participants that weren't transcribed and may not be directly reflected in this summary. Regardless, we believe value was gained in establishing goodwill regarding the update process, with ongoing City activities and with existing policy. The studio was an important milestone in the process, and I hope you'll find the information provided in this memo an accurate reflection of the work and progress made that week.

Thank you for your assistance thus far.

Sincerely,

William Grimes, AICP
Principal, Studio Cascade, Inc.

Storefront Studio Summary

Introduction

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

Activities

As indicated in Table 1.01, agenda activities included "open studio" times each day with public workshops regarding policy and transportation on Tuesday, July 22 and Thursday, July 24, respectively. Displays included materials regarding:

- *Hawk Property - maps and master plan information*
- *Site plans for the Maple Hills subdivision*
- *Town Center - maps, process materials from previous downtown visioning process*
- *Current City future land use and zoning maps*
- *Capital Improvement Plan maps and itemized street projects*
- *Roadway improvement schematic drawings for Kent-Kangley Road (SE 272nd Street) including the proposed bridge at Jenkins Creek*
- *Renderings for the mixed-use buildings proposed by Gemstar Properties in the town center area*
- *Worksheets and results from the June 2014 Vision Workshop*
- *Site plans and drawings of the proposed expansion of the Multi-Care Clinic.*

Table 1.01 – Studio Schedule

Date	Activity / Time
Monday July 21	Open Studio (3:00 – 7:00 pm) • Maps and display review • Idea exchange • Worksheets, planning diagrams
Tuesday July 22	Open Studio (9:00 am – 6:00 pm) • Maps and display review • Idea exchange • Worksheets, planning diagrams Policy Workshop (6:30 – 8:30 pm) • Presentation • Group activities • Group summaries/reports
Wednesday July 23	Open Studio (9:00 am – 9:00 pm) • Maps and display review • Idea exchange • Worksheets, planning diagrams
Thursday July 24	Open Studio (9:00 am – 6:00 pm) • Maps and display review • Idea exchange • Worksheets, planning diagrams Transportation Workshop (6:30 – 8:30 pm) • Presentation • Group activities • Group summaries/reports

Open Studio

Approximately 36 residents dropped in during the course of the storefront studio, with the majority of those providing names and addresses on sign-in sheets (*copies of sign-in sheets are included at the end of this memo*). Most visitors spent time reviewing the display panels, asking questions about progress on each and providing verbal feedback to staff and



Figure 1.01 – The storefront studio, shown here, occupied a space at Covington Square between Pier 1 and Dollar Tree. In addition to the window signage, panel displays were visible to passers-by.

facilitators. A majority of participants focused their attention on panels related to the Hawk Property, Town Center proposals and future plans for Kent-Kangley Road. Related to these topics, the overall tone of comments were as follows:

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

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

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

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

- *"176th crossing: Status? Funding for maintenance?"*
- *"Kent pays for DART for its residents, why not here?"*
- *"Town center to Four Corners?"*
- *"Taboma High School roundabout: Left turns are tough at high school and community park."*
- *"Public safety and response time – what's the tipping point to have local stations?"*
- *"Transportation managed as development occurs?"*
- *"Left turn access from 156th to 272nd needed."*
- *"Dog park? Have to go to Kent, even though there are lots of dogs/demand here!"*
- *"Street-light out at 201st & 272nd."*
- *"We need a hotel in town!"*
- *"Sidewalk needed on Wax Road/SR 18 overpass."*
- *"Retain small town feel – don't grow up to be big as Kent."*
- *"Sidewalks, and a good place to park once and walk about from there."*
- *"Market-based approach to business development: Don't dedicate very much city money."*
- *"More good stores, less fast food."*
- *"Cornerstone access to Timberlane."*
- *"SR 18 is major pedestrian barrier."*



Figure 1.02 – An interior panoramic view of the studio, showing the sign-in table, various displays and the document library.



Figure 1.03 – The storefront studio was well-publicized, including noticing via the City's website, social media channels, e-mail, and a newspaper and dozens of flyers posted in area retail stores and restaurants (as above).

Workshops

Despite aggressive efforts to publicize them (see Figure 1.02) attendance for the two workshops was very poor – zero participants attended the policy workshop, and just one member of the general public attended the transportation workshop. Regardless, the consultant team proceeded with workshop activities at both events – albeit in abbreviated form – with staff added to the mix. The following presents results from activities at the workshops:

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

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

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

Part 3: Finally, participants were asked to characterize their policy approach to addressing each of the four topic areas, choosing between a "Slow," "Steady" or "Speedy" approach. For the latter two characterizations especially, teams were asked to provide written comments on specific ideas and/or target projects that would best address their expectations for that topic.

Tabulated results from worksheets – three from staff teams and one from an individual worksheet filled out by a participant earlier in the day – are presented in Figure 1.04.

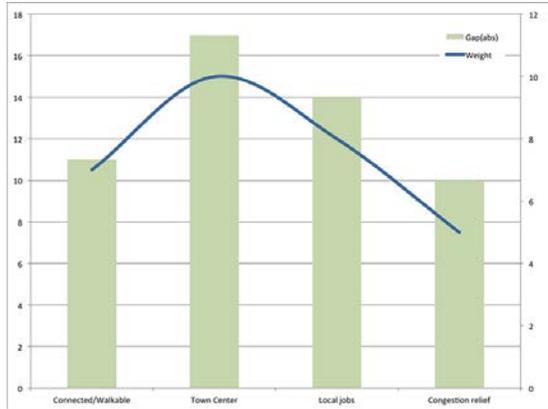


Figure 1.04 – As indicated by the "gap" results from the policy workshop exercise, participants have high expectations for Covington's Town Center, and seem willing to invest community energies in helping make it happen.

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

Copies of original worksheets from the Policy Workshop and scanned copies of completed worksheets (including notes from part 3 of the exercise) are available from the City of Covington upon request.

Transportation Workshop – For this workshop, participants were asked to evaluate

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

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

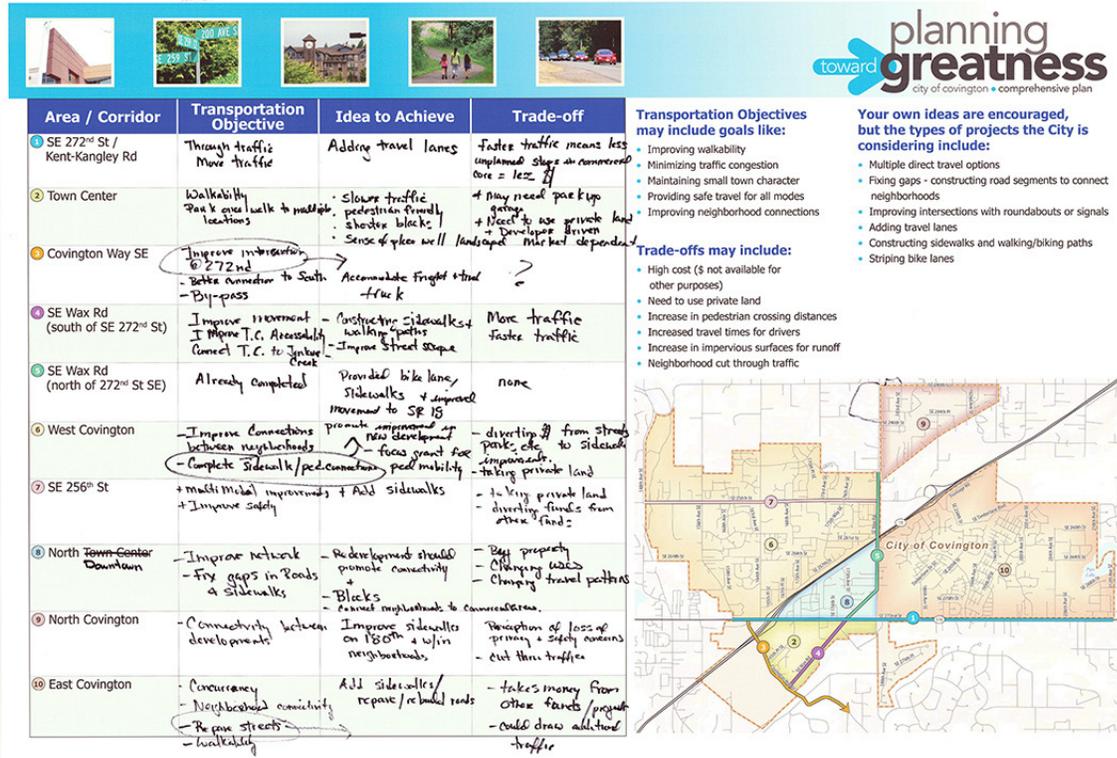


Figure 1.05 – A completed copy of the worksheet developed for the Transportation Workshop. Results from this exercise are provided at the end of this memo.



Figure 1.06 – Participant numbers were low, but most spent significant time with team members, learning about city initiatives, relating concerns, or providing background on community issues.

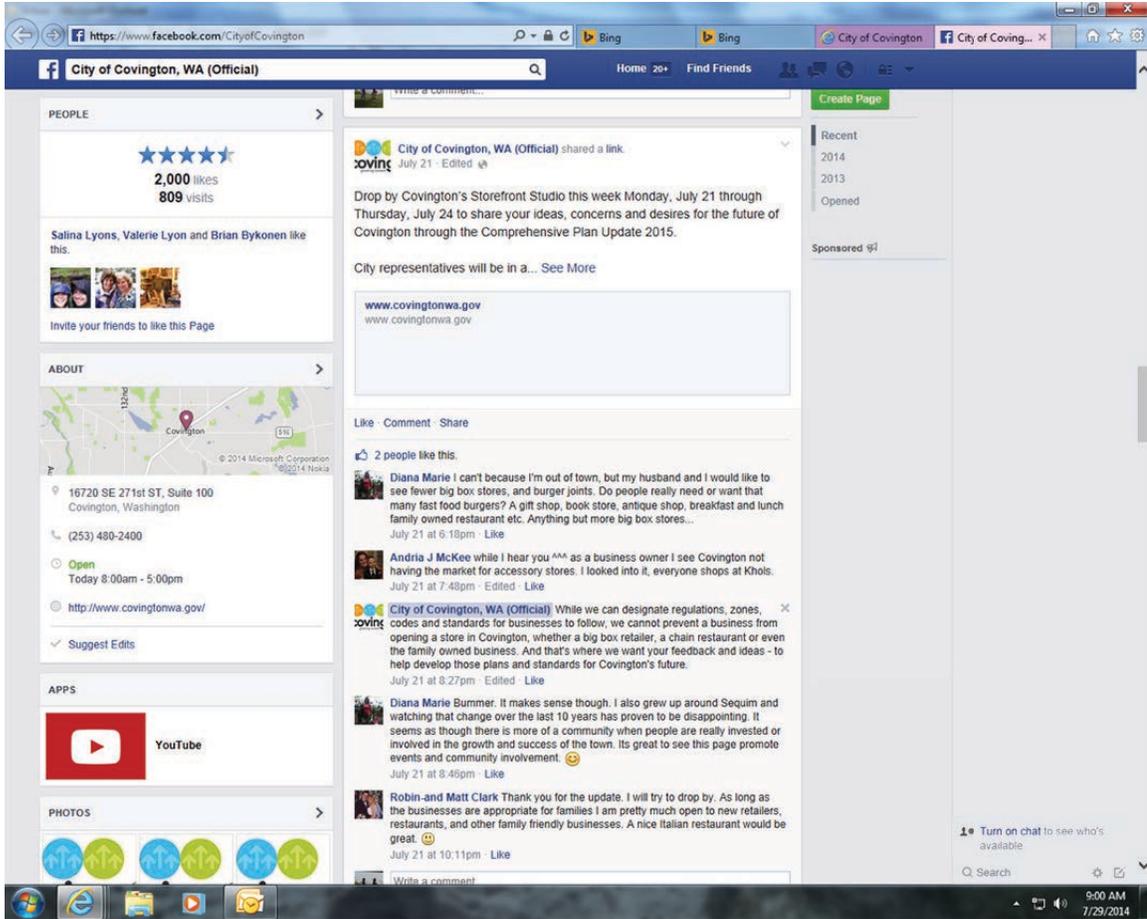


Figure 1.07 – A screen-shot of the City of Covington's Facebook™ page, showing comments related to the 2015 Comprehensive Plan update.

Worksheet Results

Transportation Workshop



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

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

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

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

Name (PLEASE PRINT CLEARLY)	Email	Address (Street address, City & Zipcode)	Group Affiliation (if any) (e.g. HOA, Business, Agency)	How did you find out about this Workshop? (e.g. newspaper, city's Website or Facebook page, direct email from City, flyer, word of mouth, other)
Bryan Higgins	cindyandbryan@hotmail.com	1727 SE 26th PL Covington, WA 98042		F.B.
Laura Morrissey	maysonandlaura@yahoo.com	26313 185th Ave SE Covington, WA 98042		email
Randy Newton	rknute@msn.com	2408 18th PL SE Covington WA 98042		wakeup.
Joyce Bowler	jobowler@live.com	2016 SE 261st Place Covington 98042		HOA Pass -
Niky HAMILTON		30225 188th AVE		
DJ NESEL	dj.nesel@comcast.net	-		wakeup.
FRAN MCGREGOR - HOLLUMS	celticcouple@msn.com	27120 -204th AVE SE 98042	COVINGTON COMMISSIONER	CITY HILL
Richard Quintus	RQuintus@gmail.com	19417 SE 2712th PL		F.B.
Laura Roth	lauraroth@comcast.net	27177 -180th Ave SE	Remax CERC	-

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

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ADAMS FAMILY	CTADAMS2@COMCAST.NET	MAPLE VALLEY	Covington	HOA EMAIL
Scott Simpson	scot@simpson.com	Covington	-	
Jason Lee	goldenphoenix@gmail.com	Covington		
Tara Aarness	Tara.Aarness@gmail.com	Covington		Website
Jose Martinez	Jcmr2010@gmail.com	Covington		Flyer at Covington Days
LR DYERDAHL	LRDYERDAHL@COMCAST.NET	KENT		
DONALD L. SIMS		25040 180TH AVE. SE. COVINGTON		E-MAIL
TIM McDowell	TimothyW1967@bmail.com			WALK BY
Emily Hamilton	sicle@gmail.com	25863 201st Ave SE Covington		Fair/ FB post
TIM BRUNER	TRETAXGEANDPA370@yahoo.com	COVINGTON PLACE RETIREMENT CTR		FLYER
FRAN & Ken BLYANT	KfKent@comcast.net	29508 179th PI SE Kent WA 98042		
WAFAC MASS		17244 SE WAVER COVINGTON WA		PAPER
DOUG & CLAUDIA BREDOW	PBREDOW@COMCAST.NET	18636 SE 27th PL 98042		EMAIL
Eric + Barb Bleckwehl	bleckwehl@comcast.net	16505 SE 278th St		email
Sue Baney	sbaney@yahoo.com	17460 SE 256th ST		Covington Days flyer

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City of Covington
16720 SE 271st St. Suite 100
Covington, WA 98042

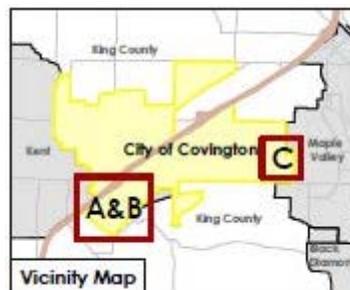
City Hall – 253.480.2400
www.covingtonwa.gov

Shoreline Regulations

What should I know about shoreline regulations?

Shoreline regulations are governed by the [City of Covington's Shoreline Master Program](#) (SMP), a program mandated by the Washington State Shoreline Management Act(SMA). The purpose of the SMP is to protect shoreline environments, enhance and promote fish and wildlife that depends upon shoreline environments and provide public access to water-dependent activities.

The shoreline jurisdiction in Covington includes the waters and upland area within 200 feet of the ordinary high water mark of the lower reaches of Big Soos Creek and Jenkins Creek, and those portions of Pipe Lake within the city. In addition, associated wetlands and portions of the floodplain are also included as described in the SMP. (See the figure on the back for the extent of those areas understood to fall within the shoreline jurisdiction; however, the actual definition contained in the SMP and SMA shall apply regardless of the mapped areas).



Shoreline Jurisdictions areas are further designated as Shoreline Environments. Areas within the shoreline jurisdiction are specially regulated and the SMP regulations may supersede other general land use regulations that would otherwise apply.

The SMP regulates activities within the Shoreline Jurisdiction, such as structures, clearing/grading/filling, parking, mitigation and protection measures for development and other land use activities.

Four types of shoreline environments are designated in Covington's SMP: *High Intensity, Medium Intensity subject to Wetland Study, Shoreline Residential and Urban Conservancy*. These shoreline environments permit, conditionally permit and prohibit very specific land uses and activities as provided for in the SMP.

Shoreline environments require that development meets specific standards that include: density, buffers/setbacks, impervious surfaces, lot frontage and building heights. These standards are set by use category and specific Shoreline Environment. Additionally, any land use or development activities must conform to other applicable regulations of the city's zoning code.

DIMENSIONAL STANDARDS FOR ALL ALLOWED USES IN ALL SHORELINE ENVIRONMENTS

SHORELINE STANDARD	HIGH INTENSIT Y	MEDIUM INTENSITY	SHORELINE RESIDENTIAL (3)	URBAN CONSERVANCY	AQUATIC
Maximum Height (1)	45 ft.	45 ft.	30 ft.	30 ft.	NA(5)
Shoreline Buffer (2)	115 ft.	115 ft.	115 ft. (standard) may be reduced to 60 ft. (minimum) with enhancement ¹	115 ft.	NA
Building Setback from Buffer	15 ft.	15 ft.	15 ft.	15 ft.	NA
Impervious Surface Coverage	60%	50%	50%	10%	NA
Minimum Lot Width	60 ft.	60 ft.(4)	60 ft.	100 ft.	NA

Notes:

(1) Development shall also be subject to the height limits established by the underlying zoning, but in no case shall the height exceed forty-five feet (45) above average grade level . The height limit shall not apply to television antennas, chimneys, flagpoles, public utilities, and similar appurtenances. A height of more than thirty-five feet (35) can only be achieved if the applicant prepares a view corridor study indicating that the proposed structure would not diminish views of the Lake from surrounding properties.

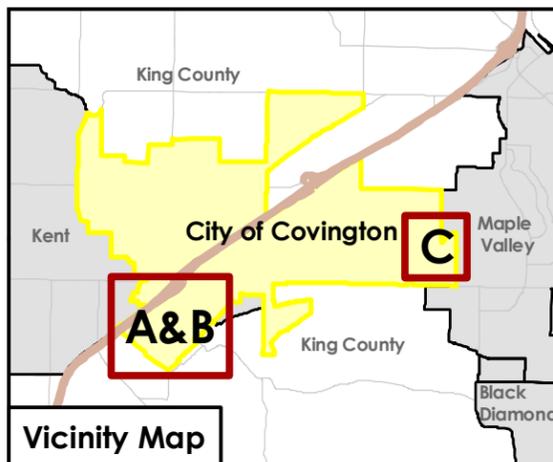
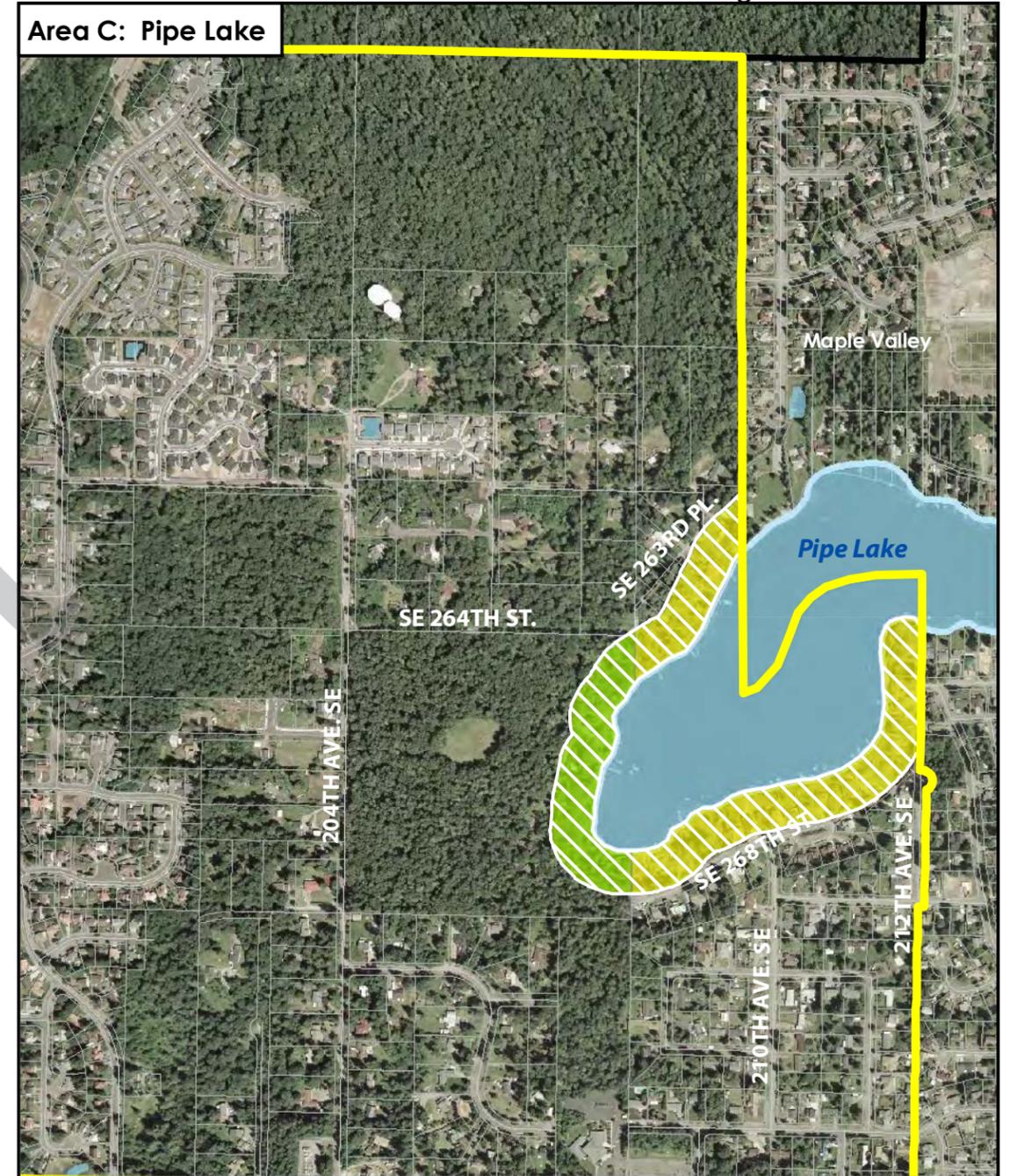
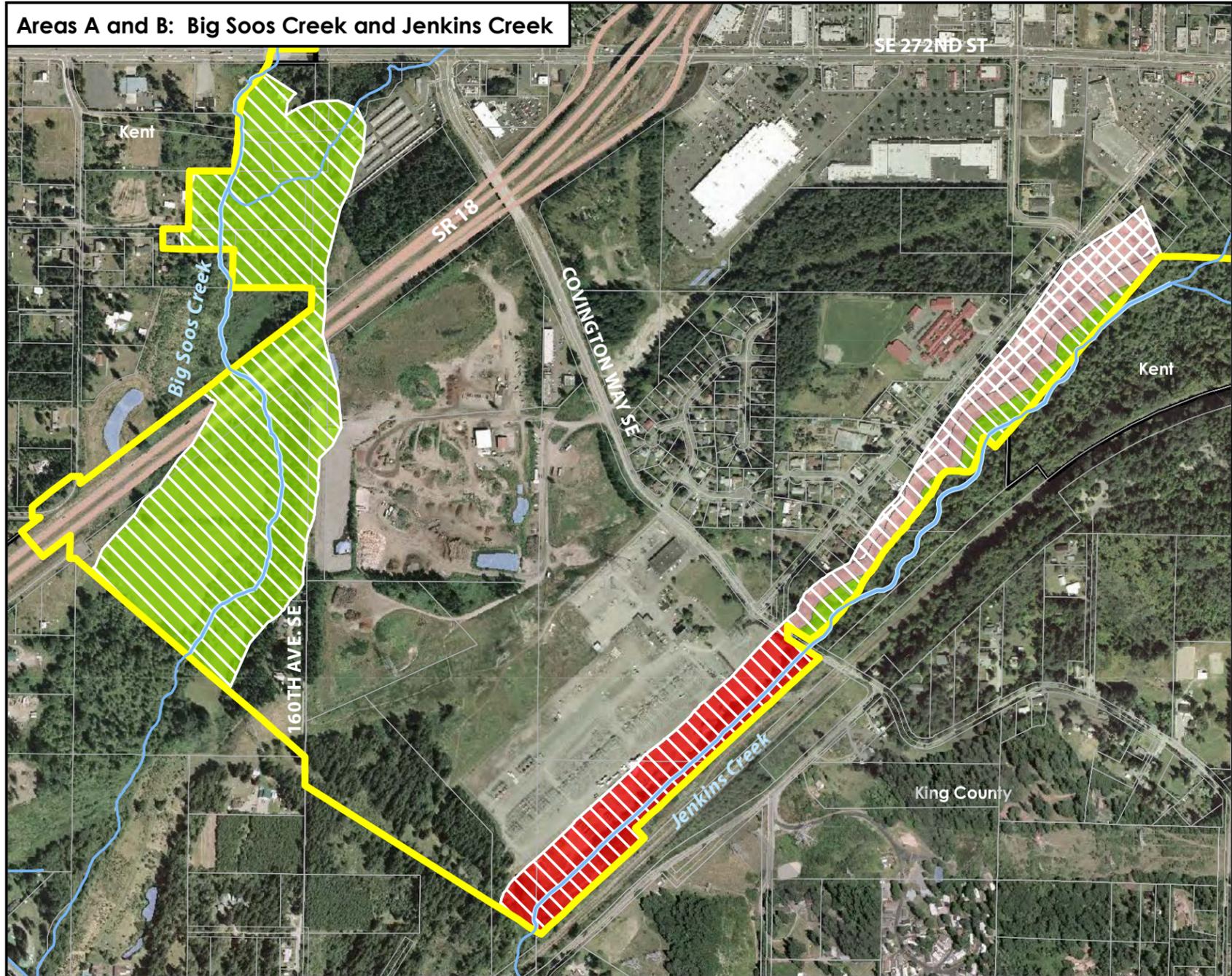
(2) Buffer widths may also be modified subject to the critical area provisions of 18.65.356, in Appendix of the SMP. Use and management of the buffer shall comply with all critical area standards unless a provision would preclude a water dependent use, e.g. pier.

(3) The maximum buffer along Pipe Lake applies unless the applicant implements voluntary enhancements as described in the Residential Development Subsection a(1)(b) below. The buffer may be reduced by the Shoreline Administrator up to the minimum buffer based on the criteria therein.

(4) Where the Urban Conservancy environment is a parallel shoreline environment along Jenkins Creek with the Medium-Intensity environment, no minimum lot width shall be required for residential development, provided a conservation easement shall be required for all portions of lots within the Urban Conservancy designation, native vegetation shall be preserved and joint consolidated access shall be provided.

(5) Structures shall be the minimum necessary to accommodate a water dependent or other allowed use. Elevated decks, storage buildings, and other structures on docks are generally prohibited unless necessary for the operation of a water dependent use and no reasonable alternative exists.

An application for a shoreline permit can be downloaded from the city's website.



Shoreline Management Environmental Designations

Environmental Designations

- High Intensity
- Medium Intensity
- Medium Intensity Subject to Wetland Study
- Shoreline Res
- Urban Conservancy

SMA (2)

Shoreline Approximate OHWM (3)

Streams

Water Bodies

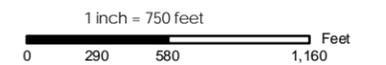
Roads

State Route 18

Tax Parcels

Covington City Limits

1. This area is shown within the SMA because it is as a wetland. If site specific studies by a qualified biologist determine that wetland designation criteria is not met in a given location, by definition, these areas would be excluded from SMA jurisdiction.
2. SMA = Shoreline Management Area
3. OHWM = Ordinary High Water Mark



Shoreline jurisdiction and wetland boundaries depicted on this map are approximate. They have not been formally delineated or surveyed and are intended for planning purposes only. Additional site-specific evaluation may be needed to confirm/verify information shown on this map.

No warranties of any sort, including but not limited to accuracy, fitness or merchantability, accompany this product.

Source: King County GIS

Map Date: August 2008