

**CITY OF GRANITE FALLS  
ORDINANCE NO. 937-2017**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF GRANITE FALLS, WASHINGTON ADOPTED UNDER THE PROVISIONS OF THE GROWTH MANAGEMENT ACT, CHAPTER 36.70A RCW, AMENDING PROVISIONS OF THE CITY'S COMPREHENSIVE PLAN, AND ADOPTING CHANGES IN THE CITY'S DEVELOPMENT REGULATIONS, CONSISTENT WITH AND IMPLEMENTING THE COMPREHENSIVE PLAN, INCLUDING AMENDING THE SIX-YEAR CAPITAL IMPROVEMENT SECTION OF THE COMPREHENSIVE PLAN CAPITAL FACILITIES AND UTILITY ELEMENT, AMENDING THE TRANSPORTATION ELEMENT OF THE COMPREHENSIVE PLAN, AMENDING THE GROWTH TARGETS IN THE LAND USE ELEMENT OF THE COMPREHENSIVE PLAN, AMENDING THE GROWTH TARGETS RELATED TO THE HOUSING ELEMENT OF THE COMPREHENSIVE PLAN, AMENDING THE MR DENSITY IN THE LAND USE ELEMENT OF THE COMPREHENSIVE PLAN, AMENDING THE MAP DESIGNATIONS FOR 10 PARCELS WEST OF JORDAN ROAD AND NORTH OF WEST STANLEY, AMENDING GFMC 15.02.120 INTERNATIONAL FIRE CODE, AMENDING GFMC 19.01.050 (A) CHAPTERS, AMENDING CHAPTER 19.02 GFMC DEFINITIONS, AMENDING GFMC 19.03.070 DOWNTOWN RESIDENTIAL ZONE, AMENDING GFMC 19.03.080 MULTIPLE RESIDENTIAL (MR) ZONE, AMENDING GFMC 19.03.090 CENTRAL BUSINESS DISTRICT (CBD) ZONE, AMENDING GFMC 19.03.100 GENERAL COMMERCIAL (GC) ZONE, AMENDING GFMC 19.03.110 HEAVY INDUSTRIAL (HI) ZONE, AMENDING GFMC 19.03.120 LIGHT INDUSTRIAL (LI) ZONE, AMENDING GFMC 19.03.130 INDUSTRIAL RETAIL (IR) ZONE, AMENDING GFMC 19.03.140 OPEN SPACE (OS) ZONE, AMENDING GFMC 19.03.140 PUBLIC PARK (PP) ZONE, AMENDING GFMC 19.03.160 PUBLIC/INSTITUTIONAL (P/I) ZONE, AMENDING GFMC 19.04.080 PUBLIC NOTICE, AMENDING GFMC 19.06.050 LOADING AREA AND OFF-STREET PARKING REQUIREMENT, AMENDING GFMC 19.06.060 DOWNTOWN PARKING REQUIREMENTS, AMENDING GFMC 19.07.010 (M) THROUGH (Q) ENVIRONMENTAL REGULATIONS, AMENDING MAP DESIGNATIONS FOR PUBLIC OWNED LANDS AND PRIVATELY OWNED TRACTS, PROVIDING FOR SEVERABILITY AND EFFECTIVE DATE**

**RECITALS**

1. The Revised Code of Washington (RCW) 36.70A.470(2) stipulates that all cities planning under the Growth Management Act (RCW 36.70A.040) shall provide

procedures for any interested citizen or agency to suggest comprehensive plan and development regulation amendments.

2. The suggested amendments pursuant to RCW 36.70A.470(2) are to be docketed and considered on at least an annual basis.
3. The City of Granite Falls docket procedures are provided under GFMC 19.04.130(F).
4. Pursuant to GFMC 19.04.130(F)(1), a notice advertising the Docket opening was published in the City's newspaper of record, the Everett Herald, on August 31, 2016 and posted at the Granite Falls City Hall, Library, and U.S. Post Office.
5. On October 31, 2016, the City Staff/Consultant Team submitted an application to amend and update the Comprehensive Plan Future Land Use Map and Zoning Map to appropriately designate government owned facilities and privately owned open space and water retention tracts.
6. On November 29, 2016, the Planning Commission recommended that the proposed amendments described and illustrated in Exhibit 2 in the record be included in the Comprehensive Plan and Development Regulations Annual Docket for 2017.
7. GFMC 19.04.130(F) requires the City Council to adopt a resolution directing the Designated City Official to proceed with processing of the selected Docket amendments.
8. On January 11, 2017, the City Council held a duly advertised public hearing to receive public testimony and information regarding the 2017 Proposed Annual Docket.
9. On January 11, 2017 following the close of the 2017 Proposed Annual Docket public hearing, the City Council adopted Resolution No. 2017-02 , a resolution directing the Designated Official to proceed with analysis and processing of the 2017 Comprehensive Plan and Development Regulations Annual Docket as recommended by the Planning Commission.
10. As required under RCW 36.70A.106, the proposed 2017 Annual Docket amendments to the Comprehensive Plan and development regulations were submitted electronically to the Washington State Department of Commerce on March 6, 2017 to begin the mandated 60-day review & comment period by state agencies. No state agency comments were received during or at the conclusion of the 60-day review & comment period. Therefore, the city has met the GMA notice requirement for state agency review and comment or appeal.
11. On March 10, 2017, a Determination of Non-significance (DNS) was issued for each of the proposed amendments. No comments applicable to the proposed amendments were received during the mandatory 14 day comment periods and no appeals were filed on or before the appeal deadlines.
12. On July 11, 2017 prior to the public hearing, the Planning Commission hosted an open house for the general public to review and receive information regarding the 2017 Annual Docket proposed amendments to the Comprehensive Plan and development regulations.

13. On July 11, 2017, the Planning Commission held a series of duly advertised public hearings to receive public testimony and information regarding the 2017 Annual Docket proposed amendments to the Comprehensive Plan and development regulations except for CPA2017-006 - Population & Housing Reconciliation Growth Target.
14. On August 8, 2017, the Planning Commission held a duly advertised public hearing to receive public testimony and information regarding CPA2017-006 – Population & Housing Reconciliation Targets.
15. Following the close of the public hearings, the Planning Commission deliberated the testimony and information received during the public hearings, adopted findings of fact, and recommended the City Council approve the 2017 Annual Docket proposed amendments to the Comprehensive Plan and development regulations.
16. On September 12, 2017, a poster advertising the 2017 Annual Docket Open House was posted in various businesses in downtown Granite Falls.
17. On September 20, 2017, the City Council hosted an open house for the general public to review and receive information regarding the 2017 Annual Docket proposed amendments to the Comprehensive Plan and development regulations.
18. GPMC 19.04.130(D)(6) and 19.04.130(E)(6) requires the City Council to hold a public hearing to consider the Planning Commission's recommendations regarding all proposed Comprehensive Plan or development regulation amendments before adopting said amendments by ordinance.
19. On September 6, 2017, a 2017 Annual Docket City Council Public Hearing Notice and matrix were included in the city's September utility billing. Said billing is mailed to the respective property owners.
20. On September 20, 2017 the City Council conducted public hearings on a Comprehensive Plan Amendment and Zoning Code Amendment from General Commercial (GC) to Multiple Residential (MR) for certain properties under CPA/ZA 2017-001 and on an amendment to the Comprehensive Plan and a Zoning Code Amendment to increase the maximum allowed density in the Multiple Residential (MR) Zone from 24 to 28 Dwelling units in one area of the City.
21. On October 6, 2017, a 2017 Annual Docket City Council Public Hearing Notice was posted at the local U.S. Post Office, City Hall, and Granite Falls Library.
22. On October 6, 2017, the City Council Public Hearing Notice with an individual parcel map were posted on each parcel subject to CPA/ZMA2017-004 .
23. On October 6, 2017 a City Council public hearing notice was published in the Everett Daily Herald Newspaper.
24. On October 18, 2017, the City Council held a series of public hearing to receive the balance of all of Planning Commission's recommendation, public testimony, and information regarding the remainder of the docketed items.
25. The City Council received into the record all exhibits presented on September 20, 2017.

26. The City Council received into the record all exhibits presented on October 18, 2017.
27. Following the close of the 2017 Annual Docket public hearings, the City Council deliberated the Planning Commission's recommendation and the testimony and information received during the public hearings.
28. All of the proposed amendments are in conformance with the applicable goals and policies of the Granite Falls Comprehensive Plan, the proposed zoning code amendments are consistent with and implement the Granite Falls Comprehensive Plan, and the Plan and zoning code amendments will have a positive impact on the city's growth and development.

**NOW, THEREFORE,** the City Council of the City of Granite Falls, Washington do ordain as follows:

**Section 1. Findings of Fact.** Recitals 1 to 28 above are hereby adopted as the Findings of Fact of the City Council of the City of Granite Falls, Washington.

**Section 2. Six-year Capital Improvement Program section of the Comprehensive Plan Capital Facilities & Utilities Element.** The Six- year Capital Improvement Program section of the Granite Falls Comprehensive Plan Capital Facilities and Utilities Element is hereby amended to read as provided in **Exhibit A** attached hereto.

**Section 3. Transportation Element.** The Transportation Element of the Granite Falls Comprehensive Plan is hereby amended to read as provided in **Exhibit B** attached hereto.

**Section 4. MR Density Land Use Element.** The MR Density in the Land Use Element of the Granite Falls Comprehensive Plan is hereby amended to read as provided in **Exhibit C** attached hereto.

**Section 5. Growth Targets Land Use Element.** The Growth Targets in the Land Use Element of the Granite Falls Comprehensive Plan are hereby amended to read as provided in **Exhibit D** attached hereto.

**Section 6. Growth Targets Housing Element.** The Growth Targets in the Housing Element of the Granite Falls Comprehensive Plan are hereby amended to read as provided in **Exhibit E** attached hereto.

**Section 7. Plan and Zoning Map Designations (10 Parcels).** The parcel designations for 10 parcels West of Jordan Road and North of West Stanley are amended and changed from General Commercial (GC) to Multiple Residential (MR) as provided in **Exhibit F** attached hereto.

**Section 8. International Fire Code.** Granite Falls Municipal Code Section 15.02.120 International Fire code is hereby amended to read as provided in **Exhibit G** attached hereto.



**Section 9. Chapters.** Granite Falls Municipal Code Section 19.01.050 (A) Entitled “User’s Guide” is hereby amended to read as provided in **Exhibit H** attached hereto.

**Section 10. Definitions.** Granite Falls Municipal Code Chapter 19.02 entitled “Basic Definitions” is hereby amended to read as provided in **Exhibit I** attached hereto (all other provisions of this Chapter shall remain in full force and effect).

**Section 11. Downtown Residential Zone.** Granite Falls Municipal Code Section 19.03.070 entitled “Downtown Residential Zone” is hereby amended to read as provided in **Exhibit J** attached hereto.

**Section 12. Multiple Residential (MR) Zone.** Granite Falls Municipal Code Section 19.03.080 entitled “Multiple Residential (MR) Zone” is hereby amended to read as provided in **Exhibit K** attached hereto.

**Section 13. Central Business District (CBD) Zone.** Granite Falls Municipal Code Section 19.03.090 entitled “Central Business District (CBD) Zone” is hereby amended to read as provided in **Exhibit L** attached hereto.

**Section 14. General Commercial (GC) Zone.** Granite Falls Municipal Code Section 19.03.100 entitled “General Commercial (GC) Zone” is hereby amended to read as provided in **Exhibit M** attached hereto.

**Section 15. Heavy Industrial (HI) Zone.** Granite Falls Municipal Code Section 19.03.110 entitled “Heavy Industrial (HI) Zone” is hereby amended to read as provided in **Exhibit N** attached hereto.

**Section 16. Light Industrial (LI) Zone.** Granite Falls Municipal Code Section 19.03.120 entitled “Light Industrial (LI) Zone” is hereby amended to read as provided in **Exhibit O** attached hereto.

**Section 17. Industrial Retail (IR) Zone.** Granite Falls Municipal Code Section 19.03.130 entitled “Industrial Retail (IR) Zone” is hereby amended to read as provided in **Exhibit P** attached hereto.

**Section 18. Open Space (OS) Zone.** Granite Falls Municipal Code Section 19.03.140 entitled “Open Space (OS) Zone” is hereby amended to read as provided in **Exhibit Q** attached hereto.

**Section 19. Public Park (PP) Zone.** Granite Falls Municipal Code Section 19.03.150 entitled “Public Park (PP) Zone” is hereby amended to read as provided in **Exhibit R** attached hereto.

**Section 20. Public/Institutional (P/I) Zone.** Granite Falls Municipal Code Section 19.03.160 entitled “Public/Institutional (P/I) Zone” is hereby amended to read as provided in **Exhibit S** attached hereto.

**Section 21. Public Notice.** Granite Falls Municipal Code Section 19.04.080 entitled “Public Notice” is hereby amended to read as provided in **Exhibit T** attached hereto (all other provisions of this Chapter shall remain in full force and effect)..

**Section 22. Loading Area and Off-street Parking Requirement.** Granite Falls Municipal Code Section 19.06.050 entitled “Loading Area and Off-Street Parking Requirement” is hereby amended to read as provided in **Exhibit U** attached hereto.

**Section 23. Downtown Parking Requirements.** Granite Falls Municipal Code Section 19.06.060 entitled “Downtown Parking Requirements” is hereby amended to read as provided in **Exhibit V** attached hereto.

**Section 24. Environmental Regulations.** Granite Falls Municipal Code Section 19.07.010 (M) through (Q) entitled “Environmental Regulations” is hereby amended to read as provided in **Exhibit W** attached hereto (all other provisions of GFMC 19.07.010 shall remain in full force and effect).

**Section 25. Plan and Zone Map Designations (Public Purpose Parcels).** The designation for city owned parcels intended and used for public purposes are amended and changed from Central Business District (CBD) and Residential 7,200 (R-7200) to Public Institutional (P/I) as provided in **Exhibit X** attached hereto.

**Section 26. Plan and Zone Map Designations (City Green Belt).** The designation for city owned dedicated open space parcel is amended and changed from Residential 7,200 (R-7200) to Open Space (O/S) as provided in **Exhibit X** attached hereto.

**Section 27. Plan and Zone Map Designations (Public Right of Way).** The designation for city owned parcels intended and used for public right-of-way is amended and changed from General Commercial (GC) to Public Right-of-Way (ROW) as provided in **Exhibit X** attached hereto.

**Section 28. Plan and Zone Map Designations (School District Parcel).** The designation for a Granite Falls School District owned parcel is amended and changed from Residential 7,200 (R-7200) to Public Institutional (P/I) as provided in **Exhibit X** attached hereto.

**Section 29. Plan and Zone Map Designations (County Parcel).** The designation for a Snohomish County owned storm water parcel is amended and changed from Public Right-of-Way (ROW) to Public Institutional (P/I) as provided in **Exhibit X** attached hereto.

**Section 30. Plan and Zone Map Designations (State Parcel).** The designation for a State of Washington owned storm water parcel is amended and changed from Public Right-of-Way (ROW) to Public Institutional (P/I) as provided in **Exhibit X** attached hereto.

**Section 31. Plan and Zone Map Designations (State Green Belt/Sound Barrier).** The designation for a State of Washington owned open space parcel is amended and changed

from Public Right-of-Way (ROW) to Open Space (O/S) as provided in **Exhibit X** attached hereto.

**Section 32. Plan and Zone Map Designations (Privately Owned Parcels).** The designation for privately owned parcels dedicated open space, recreation, water retention and stormwater tracts are amended and changed from Residential 7,200 (R-7200) to Open Space (O/S) as provided in **Exhibit X** attached hereto.

**Section 33. Severability.** Should any section, paragraph, sentence, clause, or phrase of this Ordinance be held invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other section, sentence, clause, or phrase of this Ordinance. Provided, however, that if any section, sentence, clause, or phrase of this Ordinance is held invalid by a court of competent jurisdiction, or by the Growth Management Hearings Board, then the section, paragraph, sentence, clause, or phrase in effect prior to the effective date of this Ordinance, shall be in full force and effect for that invalidated section, paragraph, sentence, clause, or phrase, as if this Ordinance had never been adopted.

**Section 34. Copy to Department of Commerce.** Pursuant to RCW 36.70.A.106(3), the City Clerk is directed to send a copy of this Ordinance to the State Department of Commerce for its file within ten (10) days after adoption of this Ordinance.

**Section 35. Publication and Summary.** This Ordinance or summary thereof consisting of the title shall be published in the official newspaper of the City.

**Section 36. Effective Date.** This Ordinance shall be in full force and effect five (5) days after publication of the summary consisting of the title.

Said Ordinance was passed in open session by the City Council of the City of Granite Falls on the 1st day of November 2017, and signed in authentication of its passage this 1<sup>st</sup> day of November, 2017.

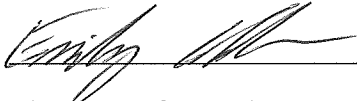
  
\_\_\_\_\_  
Matthew Hartman, Mayor

ATTEST:

  
\_\_\_\_\_  
Darla Reese, MMC, City Clerk

Darla Reese, MMC, City Clerk

APPROVED AS TO FORM:

A handwritten signature in dark ink, appearing to read 'Thom Graafstra', is written over a horizontal line.

Thom Graafstra, City Attorney

ORDINANCE No. 937-2017

DATE OF ADOPTION: Nov. 1, 2017  
DATE OF PUBLICATION: Nov. 4, 2017  
EFFECTIVE DATE: Nov. 9, 2017

## EXHIBIT A

### Six-year Capital Improvement Program

#### Water Supply, Distribution and Storage Facilities

##### *Water Supply and Treatment*

##### Inventory

The City has an agreement with Snohomish County Public Utility District #1 (PUD) for provision of water supply and storage and therefore, the only future needs will be in the replacement of the aging distribution system or to provide or improve fire flow in some areas of the City. Expansion of the water system for new development, by developers, will also occur.

##### Future Needs

The City of Granite Falls currently buys its water from Snohomish County Public Utility District #1 (PUD). The PUD and City of Everett indicated that they have adequate supply and storage for their customers over the next decade.

The City has updated its Water Comprehensive Plan as of ~~July 2013~~ November 2013 (Resolution No. 2014-01). The updated plan has been adopted and approved by the Washington State Department of Health on December 17, 2013 and is hereby referenced in this Plan.

The City distribution system includes 23,840 lineal feet of an Asbestos Concrete (AC) pipe which is brittle and subject to breakage. The current capital facility plan, below, includes AC water main replacement projects:

**Table CF-6  
Water System Costs**

PROJECT	Estimated Cost <sup>1</sup>	Project Date	Project Cost In Year Planned <sup>2</sup>
<b>CIP Water Projects</b>			
Radio Read Water Meter Replacement Program ( <del>35k</del> annually through 2020)	<del>\$210,000</del> <u>\$70,000</u>	<del>2015-20</del> <u>2017</u>	<del>\$35,000</del> <u>\$70,000</u> <u>0</u>
Pressure Relief Valves	<del>\$25,000</del> <u>\$10,000</u>	<del>2015</del> <u>2017</u>	<del>\$25,000</del> <u>\$10,000</u> <u>0</u>
Sample Stations	\$15,000	2015	\$16,000
South Granite Ave., Stanley to Galena	\$172,000	2015	\$172,000
<del>Wabash Ave., AC Water Main Replacement</del>	<del>\$175,000</del>	<del>2016</del>	<del>\$184,000</del>
<u>Kentucky Ave Water Main</u>	<u>\$185,000</u>	<u>2018</u>	<u>\$197,750</u>
Stanley St. Water Line and Decommissioning of Portage Ave. Master Meter	<del>\$226,000</del> <u>\$188,000</u>	<del>2020</del> <u>2019</u>	<del>\$263,000</del> <u>\$205,000</u>
Cascade Ave. Water Main Replacement	\$456,000	<del>2018</del> <u>2020</u>	<del>\$504,000</del> <u>\$515,000</u>
<b>Future Water Projects</b>			

Grand St. Water Main Replacement	\$226,000	<u>269,000</u>		
Menzel Lake Water Main Replacement	\$453,000	<u>566,00</u>		
Galena St., Cascade to Prospect Water Main	\$195,000	<u>250,000</u>		
North Alder Ave. Water Main Replacement	\$226,000	<u>290,000</u>		
Annual AC Main Replacement	\$200,000			
West 100 <sup>th</sup> St. (Burn Rd.) Master Meter	\$125,000			
Mt. Loop Hwy. Master Meter	\$130,000			
<b>TOTAL</b>				<b>\$1,199,000</b> <b><u>80,000</u></b>

(1) Capital project cost estimates are tied to the June 2012 Seattle Engineering News Record (ENR) Construction Cost Index (CSI).

(2) Project Costs in the year planned are based on inflating 2013 project costs by 3.0 percent annual inflation..

## Sewage Treatment and Collection Facilities

### Treatment Facilities

The City of Granite Falls owns and operates its own wastewater treatment facility with the capacity to treat .555 million gallons of raw sewage per day maximum month and 1.387 million gallons per day for a peak hour. Based on the population projections in this plan, the plant will need a capacity of 0.950 million gallons per day maximum month in 2035. The additional components of the system needed include new headworks with a mechanical fine screen, a second oxidation ditch, additional UV disinfection, and sludge handling facilities and upgrades to the City's lift station and force main. The City projects that the new facilities facility components needed through 2022 will cost about ~~\$7,900,000~~ \$2,400,000 in 2013-2016 dollars. (Note: This is to achieve the anticipated capacity needs above for the next six years.)

In order to fund the necessary expenditures, rates will increase as follows:

**Table CF-7**  
**Estimated Sewer Rate Increases to Fund Improvements**

<b>Rate/Month Increased To:</b>	<b>Date</b>
<del>\$60</del> <u>70</u>	<del>4/1/2015</del> <u>1/1/2017</u>
<del>\$62.50</del> <u>74</u>	<del>1/1/2017</del> <u>2018</u>
<del>\$65</del> <u>77</u>	<u>1/1/2019</u>
<u>\$80</u>	<u>1/1/2020</u>
<u>\$81</u>	<u>1/1/2021</u>
<u>\$83</u>	<u>1/1/2022</u>

The existing LOS for sewage collection is stated as "Meet the intent of the WSDOE Criteria for Sewer Works Design." The Department of Public Works has determined that this standard is also adequate to meet future planning needs. The City has recently

completed an inflow and infiltration study. That study identified significant leaks into the system which have been fixed. The City should continue to remove leaks into the system.

The City recently completed a Westside Sewer Facility Plan outlining its preference for expansion of the sanitary sewer collection system to the west side of the City, west of Quarry Road. That plan identifies capital facilities improvements to extend sewer and to upgrade the capacity of the existing lift station, or divert wastewater around it. Estimated costs are approximately \$3,000,000. The cost to expand the system west of Quarry Road is approximately \$1,900,000 which will be developer funded, and thus, that cost is not included below.

#### *Sewage Capital Improvement Plan*

##### Sludge Handling and Compost Upgrades

\$1,110,000

##### Burn Road Lift Station Improvements or Bypass

\$1,100,000 100,000

##### Oxidation Ditch, associated piping and motors

\$5,690,000 2,300,000

##### TOTAL

**\$7,900,000**

2,400,000

#### **Stormwater Management Facilities**

The information in this section is based on the ~~2005~~ 2012 Stormwater Management Manual for Western Washington published by DOE. It establishes levels of service for stormwater facilities.

In that manual, levels of service for all new development are as follows:

- Stormwater discharge rates after development shall be less than or equal to the pre-development rate. Discharge estimates shall be made using Western Washington Continuous Simulation Hydrology Manual.
- All projects meeting specific thresholds shall provide treatment and detention of stormwater.
- Conveyance facilities, in conjunction with allowable ponding, shall be sized to convey the 100-year, 24-hour storm.

The City of Granite Falls uses Lake Gardner for regional stormwater detention for the Central Business District Basin. The stormwater from this area has been directed through pipes to Lake Gardner for many years. In 2007, the lake outlet was reconfigured to allow the lake level to fluctuate in response to stormwater runoff, in compliance with the Western Washington Stormwater Management Manual, prior to discharge to the Pilchuck River. Redevelopment in the CBD is required to provide stormwater treatment to comply with the DOE Manual.

Under the Growth Management Act, comprehensive plans must include at least a six-year plan to finance needed capital facilities. In order to comply with the Act, a balance must be maintained between the costs of the needed capital facilities projects and the probable

funding for those projects. Table CF-9 sets forth a six-year forecast based on the capital facilities needs identified in this element. It also portrays the transportation facilities costs, as shown in the Transportation Element. It has been included with Capital Facilities so that a total picture of facilities costs is depicted. Since the comprehensive planning process is a continuing, evolving process, this six-year plan will have to be continuously reviewed and updated.

## **Revenue Sources**

This section summarizes the revenue sources available to the City of Granite Falls and highlights those available for capital facilities.

There are two types of revenue sources for capital facilities:

1. Multi-use: taxes, fees, and grants which may be used for virtually any type of capital facility (but which may become restricted if and when adopted for a specific type of capital facility);
2. Single use: taxes, fees, and grants which may be used only for a particular type of capital facility.

These revenue sources are discussed below:

### **Multi-Use Revenue Sources**

*Property Tax* - Local governments most often use property tax levies for operating and maintenance costs. They are not commonly used for capital improvements. The 2014 property tax rate collected by the State and distributed to the City of Granite Falls is currently \$1.60 per \$1,000 of assessed value (AV). The maximum rate allowed by state law is \$1.60 per \$1,000 AV. Local jurisdictions can limit the amount to any amount equal to or below that number.

Under state law, local governments are prohibited from raising the property tax levy more than one percent or the rate of inflation (whichever is less) of the highest amount levied in the last three years (before adjustments for new construction and annexations). However, the state authorizes temporary or permanent increases above this up to a statutory limit under local voter approval.

*General Obligation Bonds & Lease-Purchase (Property Tax Excess Levy)* - Voter-approved bonds increase the property tax rate, with increased revenues dedicated to paying principal and interest on the bonds. Local governments are authorized in "excess levies" to repay voter-approved bonds. Excess levies are increased in the regular property tax levy above statutory limits. Approval requires a 60 percent majority vote in favor and a turn-out of at least 40 percent of the voters from the preceding general election.

Councilmanic are authorized by a jurisdiction's legislative body without the need for voter approval. Principal and interest payments for councilmanic bonds come from general government revenues, without a corresponding increase in property taxes. Therefore, this method of bond approval does not utilize a dedicated funding source for repaying the bond holders. Lease-purchase arrangements are also authorized by vote of the legislative body and do not require voter approval.



The amount of the local government debt allowable for GO bonds is restricted by law to 7.5 percent of the taxable value of the property within the City limits. This may be divided as follows:

General Purpose Bonds	2.5 percent
Utility Bonds	2.5 percent
Open Space and Park Facilities	2.5 percent

Of the 2.5 percent for General Purpose Bonds, the City may issue up to 0.75 percent in the form of councilmanic bonds.

Depending on the amount in-term of the bonds or lease-purchase arrangement, the impact on the individual taxpayer would vary widely; however, the GO bond scenario below illustrates the effect on property tax. Please note that the annual debt service costs given are in addition to regular property taxes.

*Real Estate Excise Tax* - RCW 82.46 authorizes local governments to collect a real estate excise tax levy of 0.25 percent of the purchase price of real estate within the city limits. The Growth Management Act authorizes collection of another 0.25 percent. Both the first and second 0.25 percents are required to be used for financing capital facilities specified in local governments' capital facilities plans.

The first and second 0.25 percent may be used for the following capital facilities:

- (1) The planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of streets, roads, highways, sidewalks, street and road lighting systems, traffic signals, bridges, domestic water systems, and storm and sanitary sewer systems; or
- (2) The planning, construction, repair, rehabilitation, or improvement of parks and recreational facilities.

In addition, the first 0.25 percent may be used for the following:

- a. The acquisition and maintenance, if authorized by code at least until 2016, of parks and recreational facilities;
- b. The planning, acquisition, construction, repair, replacement, rehabilitation, or improvement of law enforcement facilities, protection of facilities, trails, libraries, administrative and judicial facilities, and river and/or floodway/flood control projects and housing projects subject to certain limitations.

*Business and Occupation Tax* -RCW 35.11 authorizes cities to collect this tax on the gross or net income of businesses, not to exceed a rate of 0.2 percent. Revenue may be used for capital facilities acquisition, construction, maintenance, and operations. Voter approval is required to initiate the tax or increase the tax rate. The City has not utilized this revenue source.

*Local Option Sales Tax* - Local governments may collect a tax on retail sales of up to 1.1 percent, of which 0.1 percent may be used only for criminal justice purposes (public transportation-benefit authorities may levy up to 0.6 percent). Voter approval is required.

*Motor Vehicle Excise Tax* - This tax is paid by motor vehicle owners, and is administered by the Department of Licensing. Cities receive 17 percent of the total revenues from this tax, distributed on a per capita basis.

*Utility Tax* - RCW 35A.52 authorizes cities to collect a tax on gross receipts of electrical, gas, garbage, telephone, cable TV, water, sanitary sewer, and stormwater management providers. Service users pay the tax as part of their utility bill.

State law limits the utility tax to 6 percent of the total receipts for cable TV, electricity, gas, steam (not applicable to Granite Falls) and telephone, unless a majority of the voters approved a higher rate. There are no restrictions on the tax rates for sewer, water, solid waste, and stormwater. Revenue can be used for capital facilities acquisition, construction, and maintenance.

*Community Development Block Grants* - Community development block grant (CDBG) funding is available annually state-wide through the federal Department of Housing and Urban Development for public facilities, economic development, and housing projects which benefit low- and moderate-income households. Funds may not be used for maintenance and operations. Because the amount of CDBG funding varies substantially from year to year, it is not possible to reliably forecast revenue from these grant sources. Due to updated census data and other information used to define “low income areas” in 2014, there are no longer areas in the City limits that qualify for low income targeted CDBG grant funding.

*Community Economic Revitalization Board Grant (CERB)* - The State Department of Trade and Economic Development provides low-interest loans, and occasionally grants, to finance sewer, water, access roads, bridges, and other facilities for specific private sector development. Funding is available only for projects which support specific private developments or expansion which promotes the trading of goods and services outside the State. The City of Granite Falls qualifies as a “Rural Community” under CERB criteria and is eligible for funding under the Prospective Development Construction Program.

*Public Works Trust Fund Grants (PWTF)* - The State Department of Commerce provides low-interest loans for capital facilities planning, emergency planning, and construction of bridges, roads, domestic water, sanitary sewer, and storm sewer. The structure and availability of these low interest loans is currently being evaluated at the legislative level and may change due to funding shortfalls in other areas at the State.

Historically, however, these loans have been for construction projects and require a local match generated only from local revenues or state-shared entitlement (gas tax) revenues. Interest rates vary depending on the length of the loan and typically range from 0.5% to 3.0%.

Emergency planning loans have historically been set at a five percent interest rate. If state or federal disaster funds are received, they must be applied to the loan for the life of the project (20 years). Capital improvement planning loans are at least 0 percent interest, but require a 25 percent local match.

## **Single Use Revenue Sources**

*Special-Purpose Districts* - RCW 67.38.130 authorizes cultural arts, stadium/convention special purpose districts with independent taxing authority to finance capital facilities. The District requires a majority voter approval for formation, and has a funding limit of \$0.25 per \$1,000 of assessed valuation. Typically, such a special-purpose district would serve a larger geographical area than the single city. Revenue would be based on the tax base of the area within the special service district.

*Park Districts* - State law authorizes metropolitan park districts and park and recreation districts, each with independent taxing authority. Granite Falls presently does not have park and recreation districts.

*Park and Recreation Service Area (PRSA)* - RCW 36.68.400 authorizes park and recreation service areas as junior taxing districts for the purpose of financing the acquisition, construction, improvement, maintenance, or operation of any park, senior citizen activity center, zoo, aquarium, or recreation facility. The maximum levy limit is \$0.60 per \$1,000 AV. A PRSA can generate revenue from either the regular or excess property tax levies and through general obligation bonds, subject to voter approval. Revenue may be used for capital facilities maintenance and operations. Voters approve formation of a PRSA, and subsequently approve an excess levy for the purpose of constructing facilities.

*User Fees and Program Fees* - These fees are charged for using park facilities (such as field reservation fees) or participating in recreational programs (such as arts and crafts registration fees).

*Park Impact Fees* - RCW 80.02.050-090 authorizes local government to enact impact fees to be paid by new development for its "fair share" of system improvements, costs of parks and recreation facilities necessary to serve the development. Impact fees must be used for capital facilities necessitated by growth, and not to correct existing deficiencies in levels of service. Impact fees cannot be used for operating expenses.

*State Parks and Recreation Commission Grants* - These grants are for parks, capital facilities acquisition, and construction, and require a 50 percent local match. Granite Falls currently has no state parks and recreational commission grants. It is not possible to reliably forecast the amount of revenue the City would receive over 20 years from this source.

*Utility Local Improvement District* - A Utility Local Improvement Districts (ULID) is a method allowed under RCW 35.43 to fund utility infrastructure. ULIDs are setup to provide a special benefit to those within a defined area called an Improvement District. ULIDs can be formed either by citizens coming to the City and forming a District or by the City taking the lead. Either way, there needs to be a vote of those impacted by the forming of the District. ULIDs are typically formed when no single property development is big enough to afford the required infrastructure. The formation of an ULID requires significant administrative, engineering and legal costs and can increase the cost of the project by approximately 30 percent.

*Community Facilities District* - A Community Facilities District (CFD) is a Special Purpose District created to finance and potentially construct local and sub-regional

improvements/infrastructure needed to support growth. RCW 36.145.090 labels a CFD as “an independently governed, special purpose district.” A CFD provides tax exempt financing which substantially lowers infrastructure costs. Inclusion in the CFD district is 100% voluntary. CFD property owners pay 100% of formation and operations costs associated with the District. A petition must be accompanied by an “obligation” signed by at least two petitioners who agree to pay the costs of the formation process. Residents and businesses located outside the CFD boundaries are not subject to assessments. CFD bonds are secured only by land inside the District. Improvements must increase property value at least as much as the assessments, and assessments must be fairly distributed. CFD improvements may be financed by the District prior to, during or after completion of improvements. All improvements must be permitted and approved by the City. A CFD does not burden municipal finances or debt capacity and is not backed by the credit of the State or City. A CFD is different than a LID because it allows a slightly broader list of improvements, shifts risk entirely to developer/property owners, and there is no claim on city funds.

### **Roads, Bridges, and Mass Transit**

*Motor Vehicle Fuel Tax* - RCW 82.36 authorizes this tax, which is administered by the state Department of Licensing and paid by gasoline distributors. Cities and counties receive 11.53 percent and 22.78 percent, respectively, of motor vehicle fuel tax receipts. Revenues must be spent for “highway purposes” including the construction, maintenance, and operation of City streets, county roads, and highways.

*Local Option Fuel Tax* - RCW 82.80 authorizes this countywide local option tax equivalent to 10 percent of the state-wide motor vehicle fuel tax and a special fuel tax of 2.3 cents per gallon. Revenues are distributed back to the county and its cities on a per capita basis (1.5 for population in unincorporated areas and 1.0 for population in incorporated areas). Revenues must be spent for “highway purposes” as described in 21, above. Snohomish County has not enacted this local option fuel tax.

*Commercial Parking Tax* - RCW 82.80 authorizes a tax for commercial parking businesses, but does not set rates. Revenues must be spent for “general transportation purposes” including highway purposes, public transportation, high-capacity transportation, transportation planning and design, and other transportation-related activities.

*Transportation Benefit District* - RCW 35.21.225 authorizes cities to create transportation districts with independent taxing authority for the purposes of acquiring, constructing, improving, providing, and funding any City street, county road, or state highway improvement within the district. Special district’s tax base is used to finance capital facilities.

The District may generate revenue through property tax excess levies, general obligation bonds (including councilmanic bonds), local improvement districts, and development fees (see related discussions, above, for background on each of these). Voter approval is required for bonds and excess property tax levies. Council approval is required for councilmanic bonds, special assessments, and development fees.

Transportation improvements funded with district revenues must be consistent with state, regional and local transportation plans; necessitated by existing or reasonable foreseeable congestion levels attributable to economic growth; and partially funded by local government or private developer contributions, or a combination of such contributions.

Many jurisdictions in the state have formed a Transportation Benefit District. A Transportation Benefit District would address specific transportation projects reducing congestion caused by economic development. Consequently, the amount of revenue is a function of the cost of the project, rather than a levy rate, assessment amount, or fee schedule. It is, therefore, not possible to reliably forecast revenue from this source.

*Road Impact Fees* - RCS 82.02.050-090 authorizes cities and counties to exact road impact fees from new development for its “fair share” of the system improvements costs of roads necessary to serve the development. Impact fees must be used for capital facilities necessitated by growth and not to correct existing deficiencies in level of service. Impact fees cannot be used for operating expenses.

*Local Option Vehicle License Fee* - RCW 82.80 authorizes a countywide local option fee of up to \$15.00 maximum annually per vehicle registered in the county, subject to the periodic “sunset.” Revenues are distributed back to the county and cities within the county levying the tax on a weighted per capita basis (1.5 for the population in unincorporated areas and 1.0 for population in incorporated areas). Revenues must be spent for “general transportation purposes.” This fee is currently being collected in Snohomish County.

*Street Utility Charge* - RCW 35.95.040 authorizes cities to charge for City street utilities to maintain, operate, and preserve City streets as defined in RCW 82.80.050. Facilities which may be included in a street utility include street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities, and drainage facilities.

Businesses and households may be charged a fee of up to 50 percent of the actual cost of construction, maintenance, and operations, while cities provide the remaining 50 percent. The fee charged to businesses is based on the number of employees and may not exceed \$2 per full-time employee per month. Owners or occupants of residential properties are charged a fee per household, which may not exceed \$2 per month. The City does not currently have any street utilities.

*Surface Transportation Program (STP) Grants* - Puget Sound Regional Council provides grants for road construction, transit, capital projects, bridge projects, transportation planning, and research and development. Projects must be on the regional Washington State Transportation Improvement Board (TIB) list, and must be for roads with higher functional classifications and local or rural minor collectors.

Funds are available on an 86.5 percent federal/13.5 percent local match based on highest-ranking projects from the regional TIB list.

*Federal Aid Bridge Replacement Program Grants* – Washington State Department of Transportation (WSDOT) provides grants on a state-wide priority basis for the replacement of structural deficient or functionally obsolete bridges. Funding is awarded on 80 percent federal/20 percent local match.

*Urban Arterial Trust Account Grants (UATA)* - The Washington State Transportation Improvement Board (TIB) provides funding for projects to alleviate and prevent traffic congestion. In order to be eligible, roads should be structurally deficient, congested by traffic, and have geometric deficiencies, or a high incidence of accidents. Funds are awarded on an 80 percent federal/20 percent local matching basis.

*Transportation Improvement Account Grants (TIA)* - The state TIB provides funding for projects to alleviate and prevent traffic congestion caused by economic development or growth. Eligible projects should be multi-agency, multi-modal, congestion, and economic development-related, and partially funded locally. Funds are awarded on an 80 percent/20 percent local matching basis.

### **Sanitary Sewer**

*User Fees* - The state authorizes cities, counties, and special purpose utility districts to collect fees from wastewater generators. Fees may be based on the amount of potable water consumed, or may be flat fees. Revenues may be used for capital facilities or operating and maintenance costs.

*System Development Charges/Connection Fees* - The state authorizes a fee to connect to a sanitary sewer system based on capital costs of serving the new connection.

*Centennial Clean Water Fund (CCWF)* - The Department of Ecology (DOE) issues grants and loans for the design, acquisition, construction, and improvement of water pollution control facilities and related activities to meet State and Federal requirements to protect water quality. Future funding cannot be reliably forecast. DOE offers \$45 million in grants and loans annually through this program. Most facilities receive 50% of the total eligible costs with an additional 15% if the match would result in local hardship.

*State Revolving Fund Loans* - DOE administers low-interest loans and low-interest guarantees for water pollution control projects. Applicants must demonstrate water quality need, have a facility plan for water quality treatment, show ability to repay a loan through a dedicated source of funding, and conform to other State and Federal requirements. Granite Falls does not have any programs to qualify for these funds.

### **Solid Waste**

*Department of Ecology Grants* - The state awards grants to local governments for a variety of programs related to solid waste, including a remedial action grant to assist with local hazardous waste sites, moderate risk/hazardous waste implementation grants, and waste composting grants. It is not possible to forecast revenue from this source.

*Flood Control Special Purpose Districts* - RCW 86.15.160 authorizes Flood Control Special Purpose Districts with independent taxing authority (up to 50 cents per \$1,000 assessed value property tax levy limit without voter approval) to finance flood control capital facilities. In addition, the District can, with voter approval, use an excess levy to pay for general obligation debt. Granite Falls does not have a Flood Control Special District.

*Storm Drain Utility Fee* - The state authorizes cities and counties to charge a fee to support storm drain capital improvements. The fee is usually a flat rate per residential equivalency. Residential equivalencies are based on average amount of impervious

surface. Commercial property is commonly assessed a rate based on a fixed number of residential equivalencies. Granite Falls currently has a storm drain utility.

### **Utilities**

*General Obligation Bonds and Property Tax Excess Levy* - See Multi-Use Revenue, above, for general discussion of GO bonds. The amount of local government debt for utility bonds is restricted by law to 2.5% of the taxable value of the property. Local government utilities tend to use bonds backed by utility user fees rather than general obligation bonds.

### **Water Supply**

*User Fees* - The state authorizes cities, counties and special purpose utility districts to charge for water consumption, usually on the basis of volume of water consumed. Revenue may be used for capital facilities, operations and maintenance.

### **Six-Year Capital Revenue and Expenditure Study**

This study analyzes revenue and expenditures for the following four separate capital facility categories: 1) Transportation; 2) Water and Sewer; 3) Parks; and 4) General Capital Facilities.

The revenue projections used for this study include projecting taxes, general facility charges for utilities, and impact fees currently earmarked for capital facilities. Also included in this analysis are funds currently available and reserved for capital facility projects.

*Transportation* - The Transportation CIP is located in the Transportation Element and the projected costs and timing of expenditures transferred to this Element.

*Capital Facility Funding and Expenditure Summary* - Table CF-8 summarizes the sources of funding and expenditures for each of the five capital facility categories addressed previously. City sources include the general fund, developer mitigation fees, and enterprise funds which include capital reserve funds for water and sewer. Other sources include state and federal sources, grants and loans.

**Table CF-8**  
**Six-Year Capital Facility Funding/Expenditures Summary – 2015-2020****2017-2022**

**Annual Revenue**

<b>Capital Facility</b>	<b>Total Funding Available</b>		<b>Total Expenses</b>
	<b>City Sources</b>	<b>Other Sources</b>	
Transportation	\$121,350 <u>1,029,400</u>	\$2,295,650	\$2,417,000 <u>4,737,000</u>
Water <sup>1</sup>	\$1,374,000	<u>3,707,600</u>	\$1,374,000 <u>1,211,750</u>
Sewer	<u>1,211,750</u>	\$0	\$160,000 <u>960,000</u>
Parks	\$1,131,000 <u>890,000</u>	\$0	\$500,000 <u>100,000</u>
General	\$350,000 <u>75,000</u>	\$150,000 <u>75,000</u>	\$1,762,500 <u>1,339,00</u>
Facilities <sup>2</sup>	\$1,762,500 <u>500,000</u>	<u>\$1,500,000</u>	
<b>Totals</b>	<b>\$4,738,850</b> <b><u>3,706,150</u></b>	<b>\$2,445,650</b> <b><u>5,282,600</u></b>	<b>\$6,213,500</b> <b><u>8,387,750</u></b>

1- Includes reduction in reserves for capital projects.

2- Includes \$1,650,000 for new City Hall and \$112,500 for new Public Works Storage/Shop facility.

Table CF-9 describes the timing of the expenditures. These expenditures occur over the next six years.

**Table CF-9**  
**Six-Year Capital Improvement Program/Expenditure Summary**

<b>Improvements</b>	<b>Est. Project Cost<sup>4</sup></b>	<b>2015 2017</b>	<b>2016 2018</b>	<b>2019</b>	<b>2020</b>	<b><u>2021</u></b>	<b><u>2022</u></b>
Transportation	\$2,417,000 <u>\$4,737,000</u>	\$507,000 \$80,000 <u>\$60,000</u>	\$283,000 \$380,000 <u>\$640,000</u>	\$612,000 <u>\$786,000</u>	\$555,000 <u>\$2,369,00</u> <u>0</u>	<u>\$342,000</u>	<u>\$0</u>
Water <sup>1</sup>	\$1,374,000 <u>\$1,211,750</u>	\$248,000 \$80,000 <u>\$55,000</u>	\$219,000 \$539,000 <u>\$195,750</u>	\$35,000 <u>\$188,000</u>	\$298,000 <u>\$504,000</u>	<u>\$0</u>	<u>\$269,000</u>
Sewer <sup>2</sup>	\$160,000 <u>\$1,000,000</u>	\$20,000 \$27,000 <u>\$155,000</u>	\$26,000 \$28,000 <u>\$15,000</u>	\$29,000 <u>\$15,000</u>	\$30,000 <u>\$85,000</u>	<u>\$715,000</u>	<u>\$15,000</u>
Parks	\$500,000 <u>\$100,000</u>	\$100,000 \$75,000 <u>\$50,000</u>	\$50,000 \$85,000 <u>\$0</u>	\$95,000 <u>\$0</u>	\$95,000 <u>\$50,000</u>	<u>\$0</u>	<u>\$0</u>
Gen. Facilities <sup>3</sup>	\$1,762,500 <u>\$1,339,000</u>	<i>n/a</i> <u>\$150,000</u>	<i>n/a</i> <u>\$0</u>	\$1,762,50 0 <u>\$989,000</u>	<i>n/a</i> <u>\$0</u>	<u>\$0</u>	<u>\$200,000</u>
<b>TOTAL</b>	<b>\$6,213,500</b> <b><u>\$8,387,750</u></b>	<b>\$875,000</b> <b>\$217,000</b> <b><u>\$1,010,000</u></b>	<b>\$578,000</b> <b>\$1,032,00</b> <b>0</b> <b><u>\$850,750</u></b>	<b>\$2,533,50</b> <b>0</b> <b><u>\$1,978,00</u></b> <b><u>0</u></b>	<b>\$978,000</b> <b><u>\$3,008,00</u></b> <b><u>0</u></b>	<b><u>\$1,057,00</u></b> <b><u>0</u></b>	<b><u>\$484,000</u></b>

1. Includes \$35,000 annually for meter replacement.



2. *Larger projects to increase treatment capacity are growth dependent and are anticipated in the 5 to 10 year time frame. Inflow repairs are reflected in the table above.*
3. *Includes ~~\$1,650,000~~\$650,000 for new City Hall and ~~\$112,500~~\$200,000 for new Public Works Storage/Shop facility.*
4. *Project Costs are based on 2016 dollars.*

## EXHIBIT B

### Transportation Element

#### Introduction

The speed, safety and comfort with which one can reach their destination impacts land use and vice-versa. Our present transportation system, with its heavy reliance on the car, has resulted in unparalleled mobility for the majority of American families, allowing them to live and work where they wish. Families have often chosen to live in suburban communities, enjoying a lifestyle and housing costs that meet their needs and budget. However, this mobility has also changed communities over time. Smaller towns have become “bedroom communities” as people commute from them to places of employment in the commercial and industrial centers.

Part of the intent of the State of Washington's Growth Management Act (GMA) is to limit urban sprawl and concentrate growth in identified urban areas. To that end, 13 goals were established for GMA, the most pertinent to this discussion being:

- *Promote growth in existing urban areas where adequate public utilities and services already exist.*
- *Limit the disruption of existing neighborhoods to protect property values.*
- *Reduce sprawl and low-density development.*
- *Connect land use planning to adequate regional transportation systems and cleaner air.*
- *Encourage affordable and available in-city housing.*

This Transportation Element has been developed in accordance with RCW 36.70A.070 (the Growth Management Act) to address the motorized and non-motorized transportation needs of Granite Falls. It represents the community's policy plan regarding the provision of transportation facilities for the next 20 years.

The Transportation Element has been developed in accordance with the County-Wide Planning Policies of Snohomish County, and has been integrated with the other Comprehensive Plan elements to ensure internal consistency. This Element specifically considers the location and condition of the existing transportation circulation system; the cause, scope, and nature of existing transportation problems; the projected needs; and plans for addressing these needs while meeting Level of Service standards. In order to meet concurrency requirements, if funding should fall short of financing the levels of services in this Plan, then the City will reevaluate its land use projections or find additional funding.

The GMA mandates that the Transportation Element of the Comprehensive Plan include:

1. Land use assumptions;

2. An inventory of transportation facilities and services and the impacts to facilities resulting from land use assumptions;
3. Level of Service standards and actions necessary for local transportation facilities and services to meet the standards;
4. Identification of the transportation system needed to meet current and future travel demand;
5. A multi-year finance strategy that balances needs against available funding;
6. Intergovernmental coordination and impact assessment;
7. Strategies for reducing travel demand; and
8. A pedestrian and bicycle component addressing community access and health objectives.

### **Classification and Levels of Service (LOS) of Existing Facilities**

This inventory has identified the facilities that are currently in place to meet Granite Falls' existing demands. It is comprehensive because it covers all of the existing modes of transportation in the community. This inventory includes a map of the classification of existing roads in the City of Granite Falls as well as the Urban Growth Area including the functional classification of these roadways, see ~~Figure TR-1~~ Figure TR-4: Transportation Element Map.

### **Road Functional Classification**

The concept of functional classification defines the role that a particular roadway segment plays in serving flow of traffic through the road network. Roadways are assigned to one of four general functional classifications within a hierarchy according to the character of travel service each roadway provides (FHWA, 2013).

Major Arterials serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel.

Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system.

Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network.

Local access roads are not intended for use in long distance travel. Local roads are often designed to discourage through traffic. Local roads are often classified by default. In other words, once all Arterial and Collector roadways have been identified, all remaining roadways are classified as Local Roads.

*Source: Highway Functional Classification Concepts, Criteria and Procedures (Federal Highway Administration, 2013 Edition):*

[http://www.fhwa.dot.gov/planning/processes/statewide/related/highway\\_functional\\_classifications/](http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/)

The four road types and the various roads in each category are provided in Table TR-1.

**Table TR-1**

**2005 City Road Classification**

Road Type	Road in Classification
Major Arterial	Stanley St. (Granite Ave. to Jordan Rd.) SR92 (west of Jordan Rd.)
Minor Arterial	Alder Ave., Galena St., Granite Ave., Jordan Rd. (Stanley St. to 100 <sup>th</sup> St.), Mt. Loop Highway, Pioneer St./Menzel Lake Rd., Stanley St., (east of Granite Ave.), Union St. (east of Granite Ave.)
Collector Arterial	Alpine St., Anderson Ave., Cascade Ave., Hemming Way, Jordan Rd. (north of 100 <sup>th</sup> St.), Portage Ave.
Local	All roads not included above

The construction of Quarry Road, which opened in November 2010, dramatically changed the traffic patterns within the City. Quarry Road is used to convey in excess of four million tons of quarry aggregate material annually from areas east of the downtown core to points west. Prior to its opening, all of the aggregate was hauled through downtown Granite Falls. Additionally, a substantial amount of passenger vehicle traffic transiting to/from the Mt. Loop Highway to the east also uses Quarry Road. By observation, the traffic in the downtown core was greatly reduced by the opening of Quarry Road. This reduction in traffic, particularly on Stanley Street, has reduced traffic on other downtown streets. Prior to Quarry Road, drivers tried to avoid the downtown traffic on Stanley Street by cutting off onto side streets. That traffic movement is now greatly reduced.

Washington State Department of Transportation (WSDOT) has identified each of the roads in Granite Falls according to their functional classification. *Source: Web based information:*

<http://www.wsdot.wa.gov/data/tools/geoportal/?config=functionalclass&layers=Functional+Class>

With this Plan, the City adopts the WSDOT classification with the revisions shown in italics in Table TR-2.

**Table TR-2**  
**Current City Road Classification**

<b>Road Type</b>	<b>Road in Classification</b>
Major Arterial	Quarry Rd., Stanley St. (Quarry Rd. to Granite Ave.)
Minor Arterial	Stanley St. (Granite Ave. to Alder Ave.), 100 <sup>th</sup> St., Jordan Rd., Galena St., Alder Ave., Mt. Loop Highway, South Granite Ave. (north of Pioneer St.)
Collector Arterial	South Granite Ave. (south of Pioneer St.)/Robe Menzel Lake Rd., Hemming Way, Alpine St., Pioneer St./Menzel Lake Rd.
Local	All roads not included above

*Note: WSDOT has Stanley Street and Quarry Road as Minor Arterials, and South Alder Avenue and Galena Street as a local access street.*

Figure-TR-1 – *Transportation Element Map* provides an inventory of the existing and proposed roadways by their functional classification in the City of Granite Falls and the Urban Growth Area. Those streets that are depicted on said map, but do not include a specific functional classification designation, have been deemed to be local roads.

#### **Roadway Level of Service Standards**

This Transportation Element, in accordance with the Growth Management Act, must establish Level of Service (LOS) standards for all roadways in Granite Falls. A traffic study or other acceptable method is then used to estimate the LOS on city streets. The estimated LOS is then compared to the City-adopted standards measure for the performance of the overall transportation network. The City has the responsibility of prohibiting any development that would result in the LOS on any roadway not being met, unless improvements are undertaken to mitigate these impacts concurrent with the proposed development. Concurrency is defined as at the time of development or the presence of a financial commitment to complete the improvements within six years.

The term "Level of Service" is an estimate of the quality and efficiency of performance of the transportation facilities in a community. For Granite Falls to determine whether or not its roads are achieving proper LOS standards, national criteria have been established by the Institute of Traffic Engineers' Transportation Research Board that are used by the State, Snohomish County, and the local communities. These criteria employ six different levels, designated by the letters "A" through "F." Level of Service "A" represents the best operating conditions and "F" indicates the worst. Each LOS has a "delay time" associated with it (Table TR-3). Generally, LOS "A" is a free flowing condition and LOS "F" means a significant and generally unacceptable delay. The City of Granite Falls has determined that LOS "D" is the minimum adequate LOS for all roadway intersections and links.

Estimating delay time enables identification of areas with traffic capacity deficiencies. If traffic capacity deficiencies exist, projects to increase traffic capacity are identified. Mitigation for the impacts of development may be in the form of Impact Fees and/or

construction of identified projects. Impact fees may include the cost of existing public facilities improvements pursuant to RCW 82.02.060 1.d.

**Table TR-3**

**Roadway Level of Service Definitions**

<b>Level of Service</b>	<b>Delay Time (Seconds)</b>
A	< 5
B	> 5.1 and <15
C	15.1 to 25.0
D	25.1 to 40.0
E	40.0 to 60.0
F	>60

The Granite Falls Alternate Route - Transportation Discipline Report (HDR, Feb. 2004) found that the Level of Service at all intersections evaluated on the Stanley Street Corridor were at LOS "F"; failing the City's standard of "D" or better. With the construction of the Granite Falls Alternate Route (Quarry Road), the level of service is greatly improved.

In September of 2015, Granite Falls completed a Level of Service Analysis at key intersections in the City; see Granite Falls Traffic Study (Gibson Traffic Consultants Inc., September 2015). ~~These~~ The intersections analyzed are the busiest intersections and are likely to be impacted by new growth within and outside of the City, see Table TR-4.

Growth was assumed using a 1 percent annual growth rate from the present through 2025, and between 2.0 percent and 3.5 percent for the years 2025 through 2035. The growth rate utilized depended upon location and anticipated growth within the City and County.

*Note: Table TR-4 wasn't referenced to in the text. The text above has been amended to reference this table.*

**Table TR-4**

**Intersection Level of Service**

Intersection	Existing Conditions		2025 Future Conditions		2035 Future Conditions	
	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)
Burn Rd. at Jordan Rd.	A	8.4	A	8.6	A	9.2
Alpine St. at Mt. Loop Hwy.	B	11.9	B	12.5	C	15.0
Stanley St. at Portage Ave.	C	22.5	D	28.1	E	45.2
Stanley St. at Cascade Ave.	C	17.0	C	19.3	D	26.6
Stanley St. at Granite Ave.	C	15.9	C	22.3	E	38.8
Stanley St. at Alder Ave.	A	8.7	A	9.1	A	10.0
Pioneer St. at Granite Ave.	B	11.5	B	12.0	B	14.1

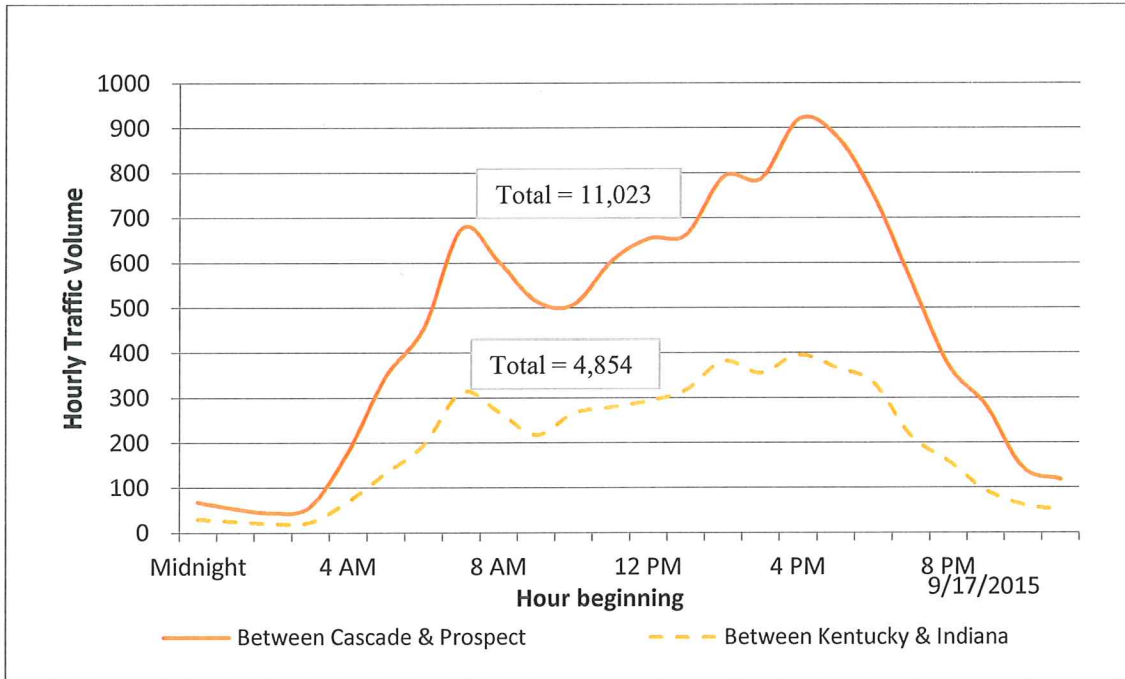
The delay at the Stanley Street/Portage Avenue intersection is largely based upon the northbound lane on Portage Avenue. In particular, the left turn (northbound to westbound) is the longest delay. Portage Avenue may be restriped to allow for a free right turn which will reduce the delay to acceptable levels.

The Stanley Street/Granite Avenue intersection cannot be reconfigured to allow for free right turns. The City has purchased the majority of the right-of-way from the end of Galena Street immediately south of the Rite Aid Drug Store (608 W. Stanley St.) and connecting to the Jordan Avenue Road/Stanley Street Intersection. Construction of roads on this alignment will allow for “offloading” of traffic and thus relieve pressure on the Stanley Street/Granite Avenue intersection. A Predesign Report was completed by the City to study this alignment in 2007. Though the immediate need for this extension has been reduced due to the construction of Quarry Road, this project remains on the City’s list of road projects to improve circulation.

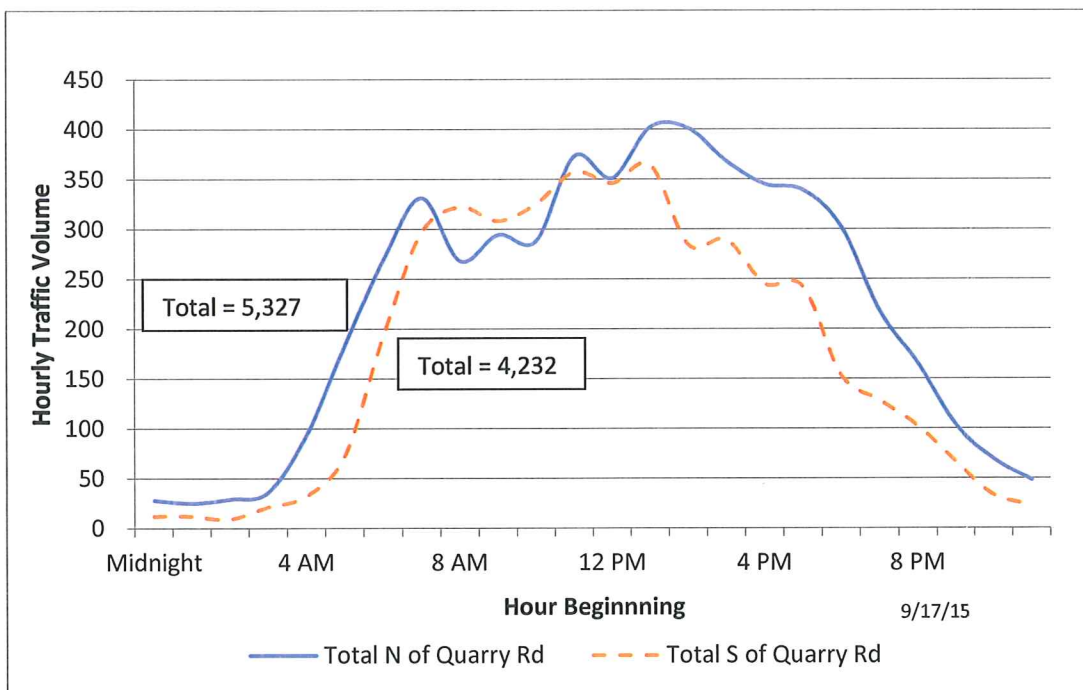
**Existing Traffic Volumes**

Figures TR-1 – TR-3 show the traffic volumes on selected City streets.

**Figure TR-1**  
**Stanley Street Traffic Volume**  
**September 17, 2015**

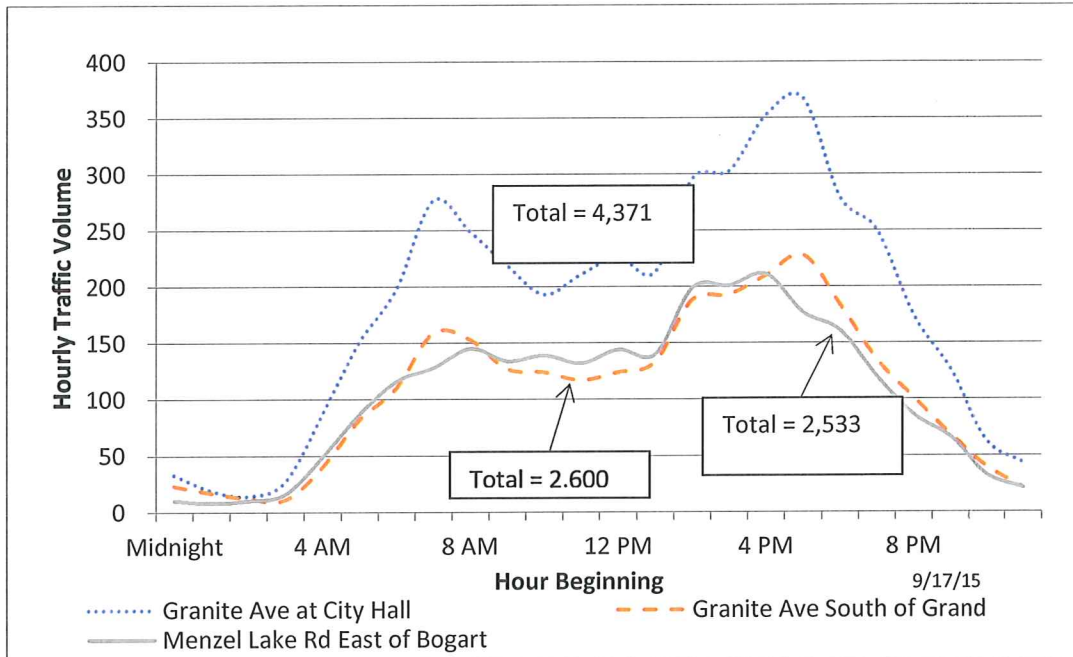


**Figure TR-2**  
**Mt. Loop Highway Traffic Volume**  
**September 17, 2015**





**Figure TR-3**  
**Granite Avenue and Menzel Lake Road Traffic Volume**  
**September 17, 2015**



The hourly distribution of traffic is distinctly different for the Mt. Loop Highway relative to Stanley Street or Granite Avenue. The data shows that the traffic is accessing this road earlier in the day relative to the other locations. This reflects the relatively high volume of heavy trucks utilizing Quarry Road.

Table TR-5 presents data from comparative locations collected prior to the construction of Quarry Road and in September 2015. The table confirms the observation that along the Mt. Loop/Alder Avenue/Stanley Street corridor, there has been a large change in traffic volumes due to the construction of Quarry Road. Particularly noticeable is the shift of truck volume to Quarry Road. Virtually all of the 4-axle and greater vehicles observed on Quarry Road east of Jordan Road would have had to traverse Stanley Street if Quarry Road were not constructed.

**Table TR-5**  
**Comparative Traffic Count Data**

	9/2002 <sup>1</sup>	6/2011 <sup>3</sup>	9/2015
Mt. Loop – North Of Quarry Rd.	N.A. <sup>2</sup>	4,312	5,327
Mt. Loop - South of Quarry Rd.	6,014	3,267	4,232
Stanley St. – West of Granite Ave.	13,151	7,605	11,023
Stanley St. – East of Granite Ave.	6,346	5,069	4,854

1. *Granite Falls Alternate Route – Traffic Discipline Report.*
2. *Quarry Road not constructed.*
3. *Snohomish County Traffic Count Data.*

Additional parameters which are used in the development of roadway capital improvements are safety and roadway condition.

1. **Safety** - Each roadway should be assessed to identify hazardous conditions such as lack of visibility, inadequate shoulders, or hazardous driveways. Prioritizing of improvements should rank roadways with the highest number of accidents ahead of these projects having low numbers of accidents.
2. **Roadway Condition** - Several of Granite Falls' roadways do not meet minimum geometric standards. Others have deteriorated to the extent that reconstruction, rather than maintenance repairs, is necessary to provide an acceptable level of service. Prioritizing improvements should rank roadways in the worst condition ahead of those in better condition. However, if the rate of deterioration of a roadway can be significantly reduced by the application of an asphalt overlay, such action may be considered for prioritization above reconstruction of a roadway.

#### **Non-Motorized Transportation Facilities (Pedestrian/Bicycle)**

The City of Granite Falls is considered a very walkable City. The local terrain is conducive for both walking and bicycling. Most streets have a sidewalk on at least one side, if not both. The relatively low traffic volumes and speed limits make for a safe and enjoyable walk or bike ride. A system of sidewalks and pathways link all the school grounds and parks located within the City. It also provides access to local businesses. Planned expansion of Frank Mason Park on the southwest edge of the City will provide trail connections from Lake Gardner to the Pilchuck River. The City's Non-motorized Plan is provided in ~~Figure TR-2~~ Figure TR-5. The Non-motorized Plan provides an inventory of existing sidewalks and trails within the City and UGA as well as identifies which sidewalk sections need to be rehabilitated. It also designates new sidewalk additions and proposed trails.

#### **Transit Service**

Community Transit provides bus service to the City of Granite Falls. Over the past three decades, Community Transit has grown from a small, local bus service to a regional transportation provider. Since starting in just seven Snohomish County communities, citizens in every city in the county except Everett have voted to join the agency: Monroe

and Lake Stevens in 1977; Stanwood, Granite Falls, Mukilteo and Sultan in 1979; Arlington in 1980; Gold Bar, Index and Startup in 1981; Oso and Darrington in 1982; Mill Creek in 1983; Bothell in 1992; and Silver Firs and Tulalip in 1997.

Granite Falls is served with one bus route, Community Transit Route 280. ~~Week-day~~ Weekday bus service begins just before 7:00 a.m. each day with a bus arriving approximately every hour until 9:40 p.m. On Saturdays, there is hourly bus service scheduled between 8:50 a.m. and 8:50 p.m. Sunday bus service is limited to a bus arriving approximately every other hour between 9:50 a.m. and 7:50 p.m. Route 280 provides access to the Lake Stevens Transit Center and Everett Station where riders can access Everett Transit, Skagit Transit, and Amtrak. During the week, Route 280 also extends to the Boeing campus at Paine Field. A map of Route 280 is provided in Figure TR-6. In addition to a park & ride facility at the northeast corner of S. Granite Avenue and E. Pioneer Street, there are four inbound and six outbound bus stops at various locations within the City. Table TR-6 identifies these bus stops and their location.

**Table TR-6**

<b>Bus Stop</b>	<b>Location</b>
Inbound – No. 545	W. Stanley St. & Portage Ave.
Inbound – No. 544	W. Stanley St. & Cascade Ave.
Inbound – No. 1320	S. Alder Ave. & E. Stanley St.
Inbound – No. 1839	E. Pioneer St. & S. Alder Ave.
Inbound/Outbound No. 890	Granite Falls Park & Ride
Outbound – No. 1932	S. Kentucky Ave. & E. Pioneer St.
Outbound – No. 1933	S. Alder Ave. & E. Pioneer St.
Outbound – No. 1934	S. Alder Ave. & E. Stanley St.
Outbound – No. 2622	E. Stanley St. & N. Indiana Ave.
Outbound – No. 2628	E. Stanley St. & N. Kentucky Ave.
Outbound – No. 1904	W. Stanley St. & Portage Ave.

### **Transportation Demand Management**

Transportation Demand management (TDM) promotes transportation choices such as carpooling, vanpooling, transit, walking, biking, teleworking and flexible work hours. It emphasizes the movement of people and goods, rather than vehicles, by providing convenient transportation options to driving alone. Various TDM activities focus on employers, employees, property manager, residents, and visitors. The benefits to the community include maximizing the efficiency of existing infrastructure and limiting the impacts of traffic on neighborhoods. In addition, reducing trips limits pollution to air and water and serves to reduce greenhouse gases. A TDM program is required from employers having over 100 employees. Only the school district is that large in Granite Falls.

## **Future Transportation Needs**

While future plans must deal with correcting identified deficiencies, it should also address how the community can meet the transportation demand that will necessarily follow the population increases that are projected to occur over the next 20 years.

As a result of the construction of Quarry Road, street frontage improvements in new residential neighborhoods, a new high school facility, and a revitalized downtown commercial corridor, the transportation capacity needs of the community for the next 20 years have been addressed. However, there are transportation needs in regards to pedestrian connectivity. This includes provisions for walking trails, infill of sidewalk areas, new sidewalk extensions, and rehabilitation of existing sidewalks within the City that do not meet current standards for safety and walkability. Although many areas of the City currently have adequate facilities to accommodate pedestrian travel, the additional proposed sections identified in ~~Figure TR-2~~ Figure TR-5 will provide additional connectivity and rehabilitate aging substandard walkways promoting healthy lifestyles and reducing environmental impacts within the community through a comprehensive network of alternative transportation.

## **Summary of Six-Year Transportation Improvement Costs**

Prior to the construction of Quarry Road, intersections within the downtown core, notably Stanley Street and Granite Avenue, were at LOS "F." Based upon the Suncrest Farms Traffic Analysis Report (2013), the construction of Quarry Road has resulted in an adequate LOS on all roads and intersections analyzed. The analysis included the busiest intersections within the City.

The 6-Year Transportation Improvement Plan (TIP) balances the goals and policies of all of the Comprehensive Plan elements, see Table TR-7. The projects listed in this table address safety and structural deficiencies, and includes one capacity driven project. Placement of a project on the 6-Year TIP allows the community to pursue various funding sources to address the projects.

It is the intention of the City with the aid of this Plan to identify developer-driven as well as public-funded improvements to the City's transportation system. When a permit is requested, the City shall consult this Plan and determine the width of the right-of-way and the nature of the improvements and require the appropriate frontage improvements. Right-of-way width requirements are established in the City's Public Works Standards based upon the road classification.

Financing for transportation projects identified as necessary to accommodate projected growth based on the City's 10 year traffic forecast (Granite Falls Traffic Study, Gibson Traffic Consultants, Inc., September 2015) will come from a variety of funding sources including revenue from the City's annual gas tax allocation, revenue from the City's Transportation Benefit District, Real Estate Excise Tax revenue, and grant funding from various state and federal sources.

In the event of a funding shortfall related to identified projects, the City will look to the developments facilitating the growth to pay for a portion of the traffic improvements triggered by their projects. If it becomes necessary to reassess land use assumptions in order to address a funding short fall, the reassessment will be done through the City's Annual Docket process involving the general public and review by Snohomish County and regional and state governmental agencies.

Projects that impact State Highway 92 and/or County roadways will include intergovernmental coordination efforts. The City will also work with the County on intergovernmental coordination to take advantage of cost efficiencies inherent in the County's annual asphalt overlay program as it relates to the construction of transportation projects within the City.

Table TR-7

## City of Granite Falls

## Summary of Year 2015 2018 Six-Year Transportation Improvement Plan

Project	Begin Termini	End Termini	Total Estimated Cost of Project (2014-2017 \$)	Project Description
South Granite <u>Cascade Ave.</u>	Stanley St.	Galena Street	\$ 474,000 \$155,000	<u>Install curb, gutter, and sidewalk Stanley St. intersection improvements and sidewalks on Cascade Avenue Road-reconstruction.</u>
<u>Alder Ave.</u>	<u>Stanley St.</u>	<u>Alpine St.</u>	\$275,400	<u>Stanley St. intersection improvements and sidewalks on Alder Avenue.</u>
<u>100th Street</u>	<u>Jordan Rd</u>	<u>Granite Falls High School</u>	\$416,400	<u>Road Rehabilitation</u>
<u>Alder Ave./Alpine St. Intersection</u>	<u>N. Alder Ave./ Mtn. Loop Hwy.</u>	<u>E. Alpine St.</u>	\$346,000 \$308,000	Install traffic signal, turn lanes, and other intersection improvements
<u>Stanley St./Portage Ave. Intersection</u>	<u>W. Stanley St.</u>	<u>Portage Ave.</u>	\$400,000 \$40,000	Install turn lanes, and other intersection improvements. <u>Traffic control, stripping</u>
<u>North Alder Ave.</u>	<u>Stanley St.</u>	<u>Alpine St.</u>	\$ 610,000	<u>Road-reconstruction:</u>
<u>North Granite Ave./Alpine St. Intersection</u>	<u>North Granite Ave.</u>	<u>Alpine St.</u>	\$617,000 \$308,000	Install curb, gutter, and sidewalk on Alpine St. <u>intersection-reconstruction and reconstruct North Granite Ave.</u>
<u>South Alder Ave.</u>	<u>Stanley St.</u>	<u>Pioneer St.</u>	\$656,000	<u>Install curb, gutter, and sidewalk. Road reconstruction.</u>
<u>Galena St. Extension</u>	<u>Portage Ave.</u>	<u>Jordan Rd. Extension</u>	\$1,472,000 \$1,458,000	Roadway extension. New alignment approximately 500' connecting new plat road.
<u>Annual Overlay</u>	<u>TBD</u>		\$100,000 \$120,000	<u>Overlay Program.</u>
<u>Miscellaneous Pedestrian Improvements</u>	<u>TBD</u>		\$80,000 \$440,000	<u>Annual Pedestrian Improvement Program.</u>

## **Transportation Goals and Policies**

### **General Goals and Policies**

Goal T-1 To plan, develop, and maintain a safe, adequate transportation system to enhance mobility of people, goods, and services.

T-1.1 Create a transportation system that supports proposed land use changes and anticipated new development.

*Discussion: The Growth Management Act requires that land use and transportation planning be concurrent. This is necessary for transportation improvements to keep pace with land use changes and new development.*

T-1.2 Place the highest priority for capital improvements on the existing roadway systems in already developed commercial and residential areas.

T-1.3 Discourage street development on slopes greater than 15 percent and in other identified environmentally sensitive areas.

*Discussion: Excessive gradients are difficult to negotiate in inclement weather, especially snow. In addition, steep slopes are difficult to maintain. On steep hillsides, surface modifications could also induce excessive erosion, undermine the support of nearby land, or unnecessarily scar the landscape.*

T-1.4 Whenever possible, when installing new or improving existing roadways, retain existing trees and vegetation to provide green ways and to preserve open space in residential areas and in the business district.

T-1.5 Encourage placing utilities underground at the time of extensive street improvements.

*Discussion: City utilities are replaced to coincide with street construction as budgeting allows. The City works with the gas companies to encourage them to do the same. Power and communications agencies will not expend any extra funds to place aerial utilities underground.*

T-1.6 Encourage developers to use traditional street grids in new developments to connect with other neighborhoods and to be compatible with the existing street patterns of Granite Falls.

T-1.7 The formal approval of a plat shall be subject to the City Engineer first certifying that proposed streets comply with the adopted street design specifications.

T-1.8 Participate in intergovernmental coordination efforts, including an assessment of the impacts of the planned transportation improvements and land use assumptions on the transportation systems of adjacent jurisdictions.

T-1.9 Use the framework established in the county-wide planning policies, and where applicable, multicounty planning policies to ensure proposed amendments to

the Transportation Elements are consistent with the comprehensive plans of Snohomish County and adjacent cities sharing related regional issues.

Goal T-2 To combine an accessible, efficient pedestrian and bicycle system with the vehicular system to provide alternate transportation choices.

T-2.1 Coordinate alternative transportation choices such as transit, ridesharing, and non-vehicular use to reduce single occupancy vehicle use among commuters.

Goal T-3 To promote pedestrian and bicycle safety as focal points of the transportation planning process.

T-3.1 Connect neighboring residential areas with other land uses by removing barriers that restrict pedestrian and bicycle circulation.

### **Circulation Goal and Policies**

Goal T-4 To retain and maintain the circulation system in the City to facilitate access to residential neighborhoods, to reduce pass-through traffic, and to enhance tourist activity.

T-4.1 Develop and implement a city-wide Way Finding Sign Program to facilitate vehicle and pedestrian access to services and recreation facilities within the community.

T-4.2 Coordinate subdivision street grids with connecting streets to assure effective and safe circulation.

*Discussion: When subdivision streets are designed to meet only the needs of the subdivision, effective area-wide circulation remains uncoordinated, inefficient and costly.*

T-4.3 Develop a comprehensive downtown street design plan to integrate needs of traffic, parking, transit and commercial land uses.

### **Transit Goal and Policies**

Goal T-5 To continue improving public transit services as an alternative to the automobile for commuter and regional trips.

T-5.1 Encourage using local and regional public transportations systems to relieve traffic congestion, promote energy conservation, and enhance mobility for the community.

T-5.2 Coordinate land use decisions with existing and planned public transportation services.

T-5.3 Encourage transit use by providing disabled-accessible pedestrian walkways to the bus stop and by constructing a passenger shelter at the bus stop.

T-5.4 Encourage ridesharing and other transportation demand management (TDM) measures designed to reduce demand for roadways space and reduce peak-period vehicular traffic.



T-5.5 Ensure that new development is compatible with public transportation uses and facilities.

T-5.6 Encourage land use patterns that direct higher density uses toward transit stops and routes.

### **Parking Goal and Policies**

Goal T-6 To provide an adequate supply of parking for both local and tourist needs.

T-6.1 Consider on-street/off-street parking facilities to induce commercial activity.

### **Pedestrian/Bicycle Systems Goal and Policies**

Goal T-7 To provide a safe pedestrian and bicycle system as an integral part of the City roadway system and recreation plan.

T-7.1 Improve the safety of the roadway system to enhance bicycle and pedestrian use.

Goal T-8 To encourage greater use of walking and biking as transportation alternatives.

T-8.1 Connect sidewalks to complete the pedestrian circulation system throughout the City.

T-8.2 Use local revenues designated for sidewalk improvements according to the following priorities:

- To facilitate movement by elderly and disabled people among residences, work, shops, and social activity centers;
- To facilitate movement by children to and from school facilities and other community facilities.

Goal T-9 To connect a walking/biking system to parks, ball fields, and places of interest in and around Granite Falls.

T-9.1 Connect bike paths throughout the City for easy access to residential neighborhoods, schools, activity centers, parks, and other places of interest.

T-9.2 Develop a bike and trail system for the enjoyment of tourists by connecting places of interest such as the fish ladder park, the Snohomish County park across the Pilchuck River, and the commercial district of Granite Falls.

*Discussion: Land use and energy policies encourage concentrating commercial activities close to residential neighborhoods to facilitate shorter travel distances. In a small town, this can promote walking and bicycling to work and to shop. However, walkways and bike paths seldom are separated from vehicular routes. For this reason, they must be clearly marked, safe, and attractive to users. Motorists need constant reminders that they must share the road with pedestrians and bicyclists.*

## **Concurrency Goal and Policies**

GOAL T-10 To establish and maintain a concurrency program and regulations in accordance with RCW 36.70A.070(6)(b) and Snohomish County county-wide planning policies.

T-10.1 Ensure that if funding falls short of maintaining the LOS specified in this Plan, the City will reevaluate the land use assumptions, financial resources and modify this plan so that LOS of service can be maintained.

T-10.2 In order to maintain concurrency, the City shall consider finding additional funding sources, reducing levels of service, increasing efficiency of public transportation and multi-modal alternatives, and modifying the land use assumptions.

T-10.3 The necessary improvements required for concurrency shall be installed at the time or within six years of the impact.

## **Air Quality and Climate Change Goal and Policies**

GOAL T-11 To improve air quality, reduce greenhouse gas emissions, and improve the transportation system's operating efficiency.

T-11.1 Identify and promote strategies to: (1) expand the use of transit, carpools, vanpool, electric vehicles and alternatives to the single-occupant vehicles; and (2) improve air quality through the reduction of vehicular greenhouse gas emissions.

T-11.2 Identify implementable actions that reduce air pollutants and promote clean transportation technologies.

T-11.3 Promote cooperation and coordination among transportation providers, local government, and developers to ensure that joint- and mixed-use developments are designed to promote and improve physical, mental, and social health and reduce the impacts of climate change on the natural and built environments.

## **Actions\***

TA-1 Light sidewalks where nighttime use is desired.

TA-2 Plant street trees in the downtown area.

*Discussion: Landscaping can enhance the attractiveness of streets and provide visual and physical barriers, but should be carefully designated not to interfere with visibility and traffic safety.*

\*These Action items are carried over from the 1995 and 2005 Comprehensive Plans. They are still viable and appropriate for implementation as transportation improvements are funded.

Figure TR-4

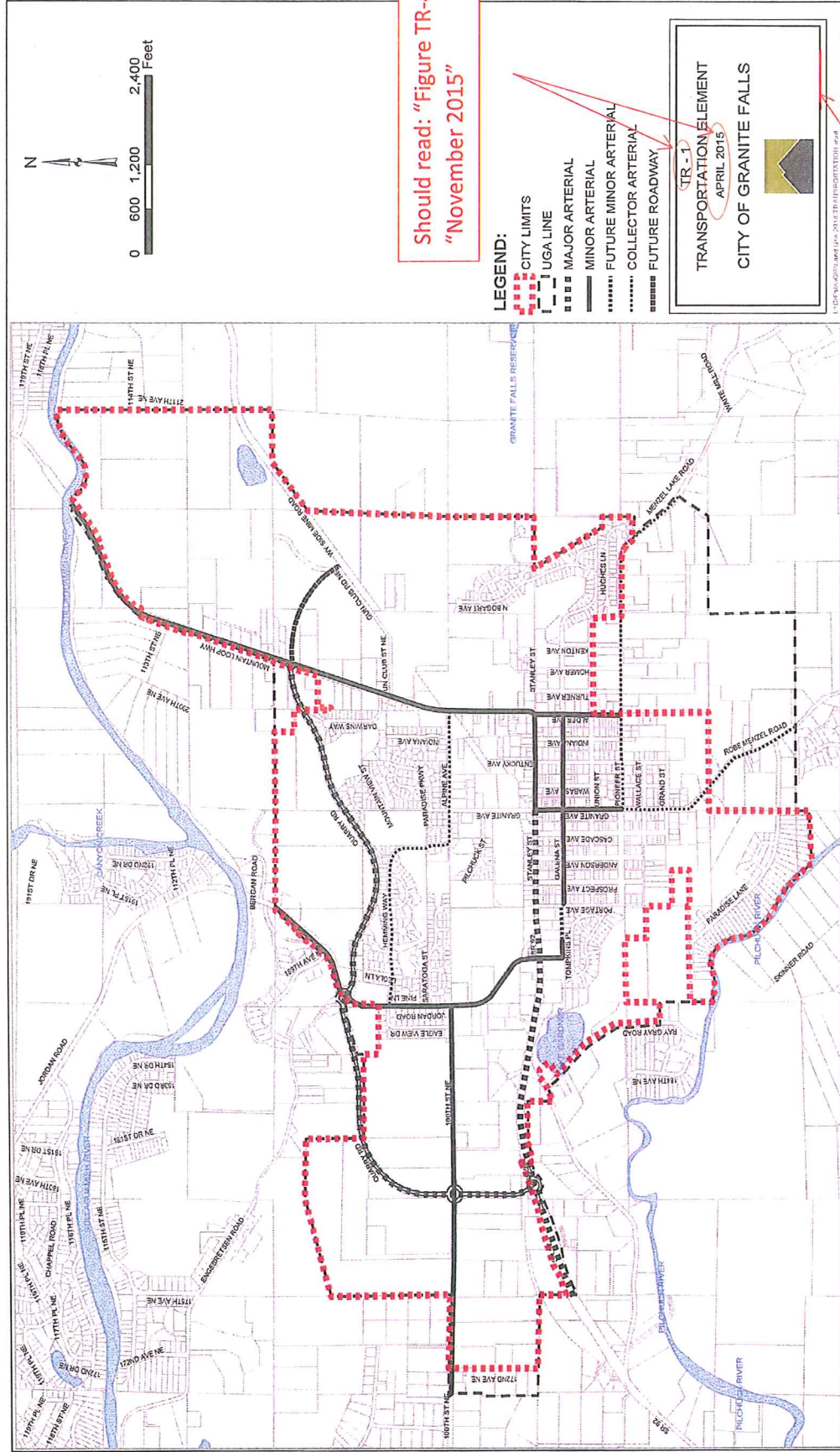


Figure TR-5

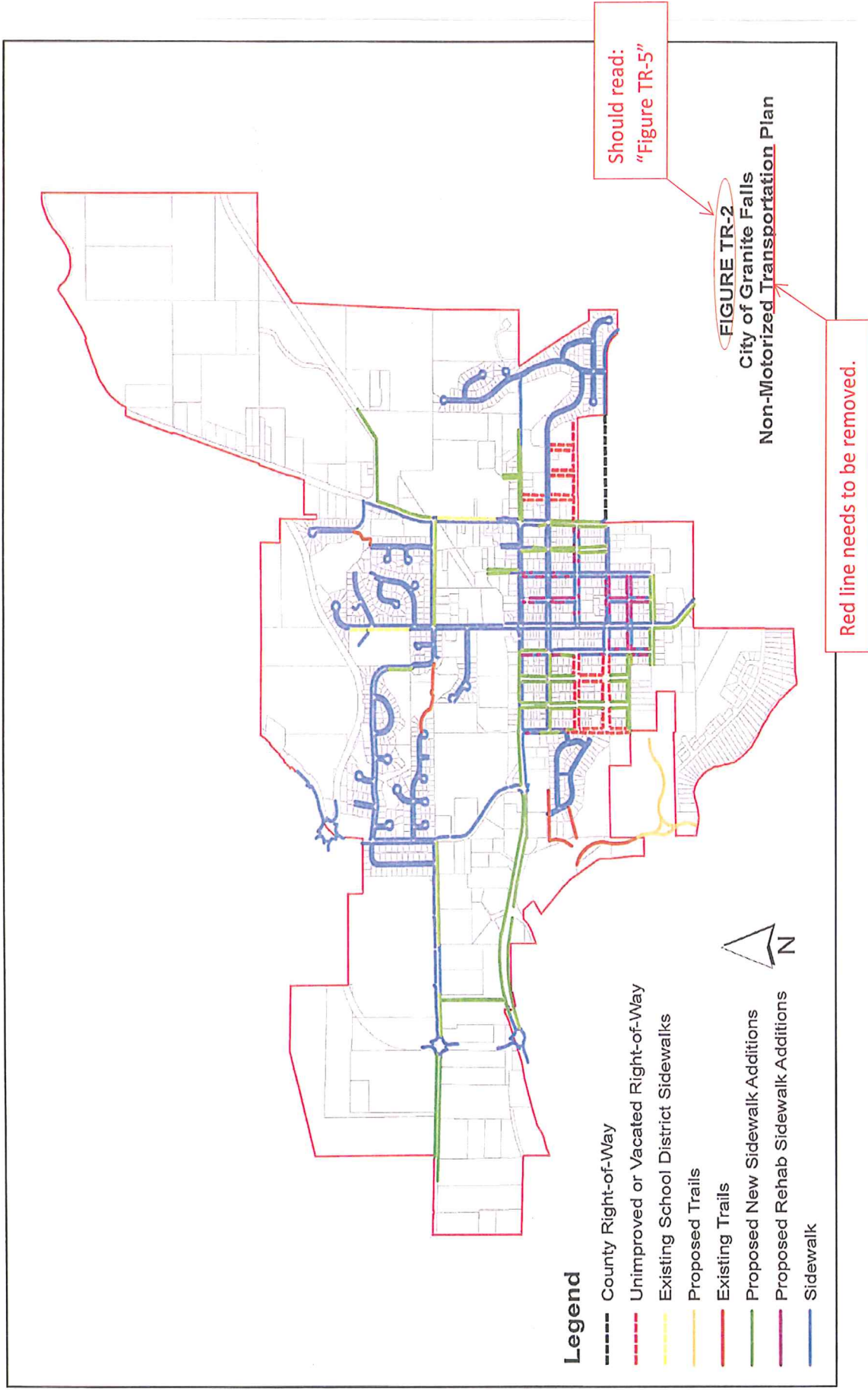
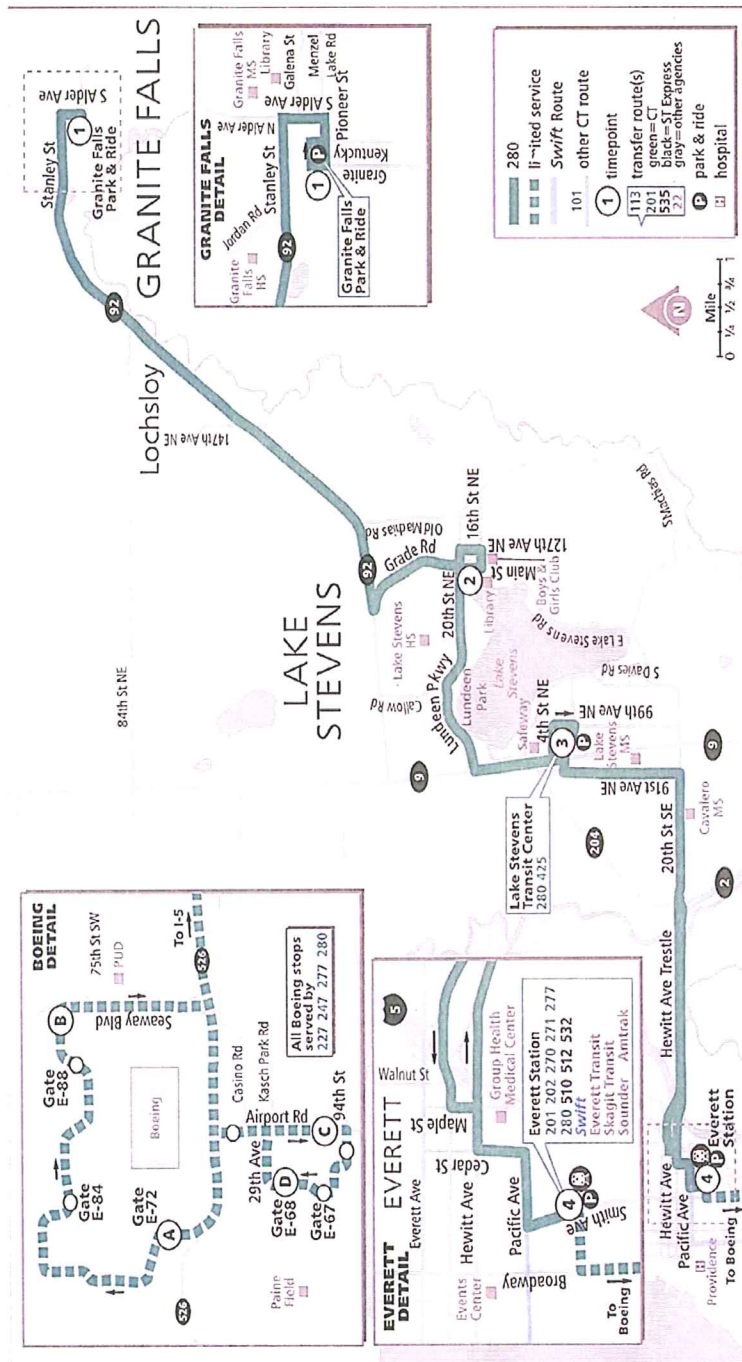




Figure TR-6



## EXHIBIT C

### Land Use Element

#### Description of Future Land Use Designations

Multiple Residential - Residential-24 28 dwelling units per acre

This designation shall provide more multi-family residential development at a range of density between 12 and 24 or 28 dwelling units per acre subject to development conditions specified in the GFMC plus compatible uses such as schools, churches, and daycare centers where a full range of public facilities and services that support urban development exists. Generally, this designation is appropriate for land which is located convenient to principal arterials and to ~~business~~ industrial and commercial activity centers. The implementing zone is MR (Multiple Residential).

#### Land Use Goals & Policies

LU-12.1 Utilize the following zoning land use designation descriptions in the implementation of this Plan.

##### 7. Multiple Residential (MR)

This zoning land use designation shall provide more multi-family residential development at a range of density between 12 and 24 dwelling units per acre or 28 dwelling units per acre subject to development conditions specified in the GFMC plus compatible uses such as schools, churches, and daycare centers where a full range of public facilities and services that support urban development exists. Generally, this designation is appropriate for land, which is located convenient to principal arterials and to ~~business~~ industrial and commercial activity centers.

## EXHIBIT D

### Population and Employment Summary

#### Population Analysis

~~As is described in the Snohomish County Council 2012 Buildable Lands Report, Snohomish County Tomorrow assigned Granite Falls a 2035 population growth target of 7,842. The~~ Snohomish County Countywide Planning Policies Appendix B – Table 1 establishes a City of Granite Falls 2035 population growth target of 7,624 and a 2035 population growth target of 893 for the unincorporated portion of the Granite Falls Urban Growth Area (UGA).

The City's current corporate boundaries have a maximum residential capacity of 7,624 (see Appendix LU-1 - *Buildable Lands Report Summary*). Table LU-6 below describes the year by year population projection for the City of Granite Falls for the current planning horizon (2015-2035). For additional analysis of the City's population growth, see the *Existing Economic Conditions* section in the Economic Development Element of this Plan.

**TABLE LU-6**  
**Population Projections**

<b>Year</b>	<b>Growth Rate</b>	<b>Population</b>
2015	0.34%	3,402
2016	0.34%	3,413
2017	0.34%	3,425
2018	0.34%	3,436
2019	0.34%	3,448
2020	0.34%	3,460
2021	0.50%	3,477
2022	1.00%	3,512
2023	2.00%	3,582
2024	3.00%	3,690
2025	5.00%	3,874
2026	7.00%	4,145
2027	7.00%	4,435
2028	7.00%	4,746
2029	8.00%	5,125
2030	8.00%	5,536
2031	7.60%	5,956
2032	<del>7.50</del> 6.8%	6,303
2033	<del>7.00</del> 6.8%	6,851
2034	<del>7.00</del> 6.5%	7,331
2035	<del>7.50</del> 6.3%	7,842

*Sources: OFM and City of Granite Falls.*

## **Impact to Granite Falls Urban Growth Boundary**

*Residential Impact:* Based on the County's Land Capacity Analysis, adopted as part of the County's Amended Ordinance 16-077 (GPP10 – Growth Target Reconciliation), the Granite Falls Urban Growth Area (UGA), which includes both the incorporated and unincorporated portions of the UGA, has an overall capacity to support ~~8,651~~ 8,695 residents. With a 2035 population allocation of 8,517, the City/UGA has a residential capacity surplus of ~~134~~ 178. In contrast, the area within the current (2015) City limits has a residential capacity of 7,624, a shortfall of 218. The City will likely need to annex land with the additional residential capacity in order to achieve the 2035 residential allocation target of 7,842. The Countywide Planning Policies Appendix B – Table 1 assigns a 2035 population growth target of 7,624 to the current (2015) city limits and 893 to the unincorporated portion of the Granite Falls UGA. In terms of housing this target population, the Countywide Planning Policies for Snohomish County (Appendix B – Table 5-3) establishes a reconciled housing target of ~~1,831~~ 1,742 incremental housing units for the City (2,104 additional housing units for the entire Granite Falls UGA, incorporate and unincorporated, by the year 2035).



## EXHIBIT E

### Population Projections

A complete analysis and discussion of projected population growth for Granite Falls to the year 2035 is presented elsewhere in this Comprehensive Plan. It is expected that the City of Granite Falls area will achieve a population level allocation target of approximately ~~7,842~~ 7,624 as presented in Table H-1 by the year 2035.

**Table H-1**  
**City of Granite Falls and Environs**  
**Alternative Population Scenarios: 2011 to 2035**

Annual % Change	2011	2025	2035
3.3	3,370	4,259	<del>7,843</del> <u>7,624</u>

Source: Snohomish County Tomorrow 2035 Population Targets

Therefore, the incremental increase in population for which housing will have to be provided over the next 20 years is expected to be approximately ~~4,500~~ 4,254.

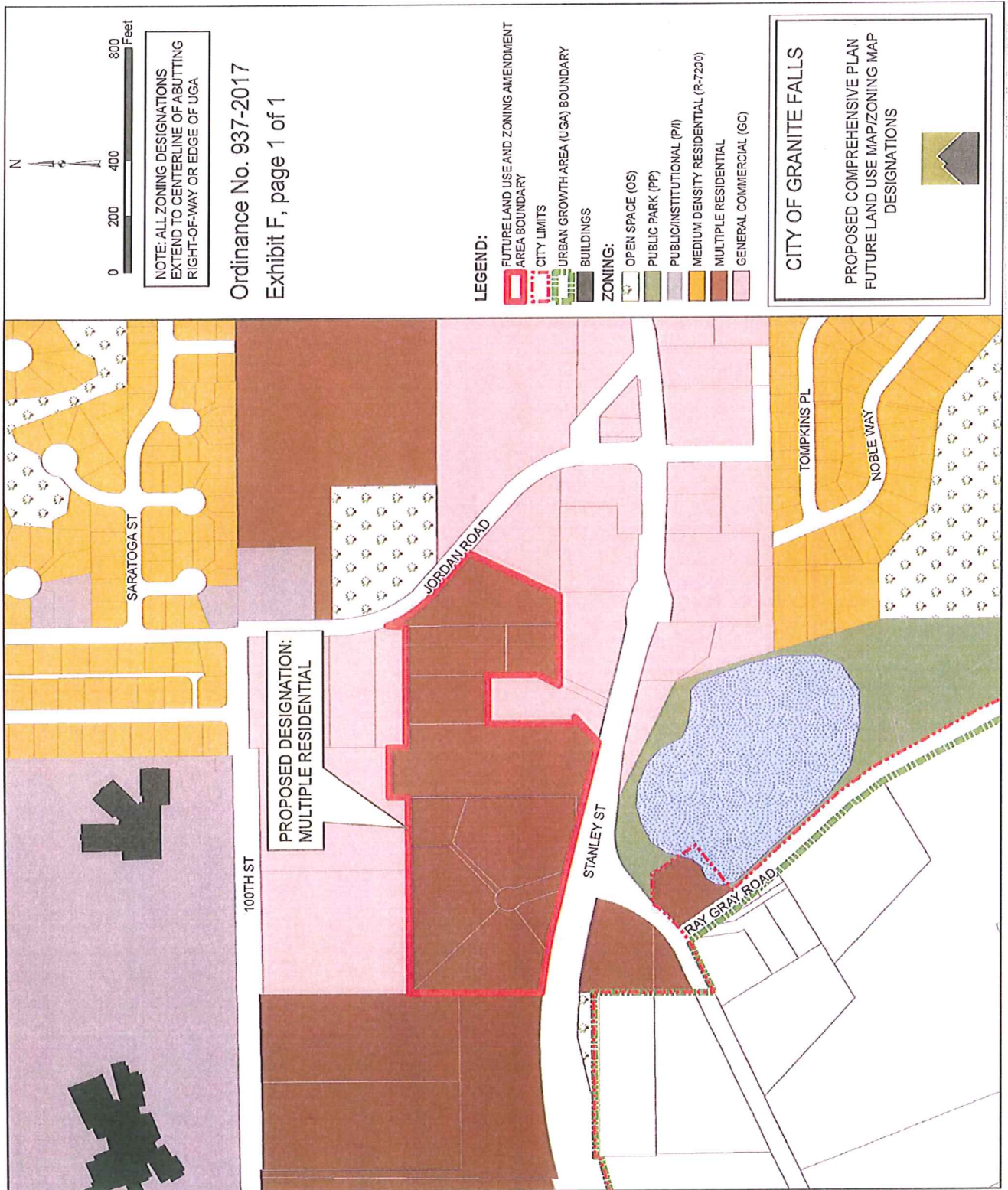
**Table H-3**  
**Granite Falls, Washington**  
**Projected Dwelling Units & Future Household Size: 2010-2035**

Year	Population	Average Persons per Household	Number of Households	Increase Over Previous Period
2010	3,364	2.75	1,223	----
2025	4,259	2.63	1,619	396
2035	<del>7,842</del> <u>7,624</u>	2.54	<del>3,087</del> <u>3,001</u>	<del>1,468</del> <u>1,382</u>

*Source: Snohomish County Tomorrow Planning Advisory Committee Housing Characteristics and Needs in Snohomish County Report, January, 2014 and Snohomish County Council Amended Ordinance No. 16-078*

The preceding table shows that there will be a need to build about ~~1,870~~ 1,742 additional housing units within the City by the year 2035. Appendix B - Table 53 of the Countywide Planning Policies for Snohomish County establishes a housing target of ~~1,831~~ 1,742 additional housing units for the City by the year 2035. The 2035 housing target for the entire Granite Falls UGA (City and unincorporated area within the UGA) is 2,104 additional housing units.

# EXHIBIT F



## **EXHIBIT G**

### **15.02.120 International Fire Code (Chapter 51-54A WAC).**

(A) The International Fire Code, 2012 Edition, together with Appendices A, B, C, E, F, and G, and together with all Washington State amendments as contained in Chapter 51-54A WAC, is hereby adopted, except that International Fire Code Section 903.2.6 is hereby amended to include B occupancies.

(B) The International Fire Code, 2012 Edition, is hereby amended to define certain terms used in the International Fire Code as follows:

- (1) "Municipality" or "jurisdiction" shall mean the city of Granite Falls.
- (2) "Fire chief" or "administrator" shall mean the city manager or his/her designee.
- (3) "Corporation counsel" shall mean the city attorney.
- (4) "Fire marshal" and "fire inspector" shall refer to the Snohomish County fire marshal and inspectors in the employ of Snohomish County and acting under authority of contract/interlocal agreement between the city of Granite Falls and Snohomish County.

(C) The fire marshal and the fire inspector are hereby designated and have authority to enforce the administrative, operational and maintenance provisions of the fire code on conditions and operations arising after the adoption of the ordinance codified in this chapter, and on existing conditions and operations.

(D) Annual Fire Inspection and Associated Fees or Costs.

(1) The following businesses and occupancies are subject to annual inspection for compliance and shall comply with the International Fire Code as adopted by the city:

(a) All businesses requiring a business license under the city code (GFMC Title 5) in the following zones:

- (i) The downtown residential (DT-2,500) zone, GFMC 19.03.070;
- (ii) The multiple residential (MR) zone, GFMC 19.03.080;
- (iii) The central business district (CBD) zone, GFMC 19.03.090;
- (iv) The general commercial (GC) zone, GFMC 19.03.100;
- (v) The heavy industrial (HI) zone, GFMC 19.03.110;
- (vi) The light industrial (LI) zone, GFMC 19.03.120; and
- (vii) The industrial/retail (IR) zone, GFMC 19.03.130; and

(b) Any "multiple family dwelling" as defined in GFMC 19.02.130, regardless whether a business license is required, and regardless of zone, but so long as it consists of at least three dwelling units. As to such a multiple family dwelling, the inspection will be as to the common areas, but not as to the individual dwelling unit(s).

(2) Such businesses and occupancies shall be assessed a fee as established by resolution of the city council to defray the cost of such inspection and any reinspections.

(3) Annual Inspection Program.

(a) The initial annual inspection program will be implemented in 2015 and continue yearly thereafter.

(b) All designated businesses and occupancies are intended to be inspected initially before the end of calendar year 2015. In 2015 only, a letter advising all businesses and occupancies of the commencement of this inspection program will be mailed by the city to each business by March 31, 2015.

(E) Right of Inspection and Warrant.

(1) Whenever it is necessary to make an inspection to enforce the provisions of the International Fire Code (the “fire code”), or whenever the fire marshal or fire inspector has reasonable cause to believe that there exists in a building or upon any premises any conditions or violations of the fire code which make the building or premises unsafe, dangerous or hazardous, the fire marshal or fire inspector shall have the authority to enter the building or premises at all reasonable times to inspect and perform the duties imposed upon the fire marshal or fire inspector by the fire code. If such building or premises is occupied, the fire marshal or fire inspector shall present credentials to the occupant and request entry. If such building or premises is unoccupied, the fire marshal or fire inspector shall make a reasonable effort to locate the owner or other person having charge or control of the building or premises and request entry. If entry is refused, the fire marshal or fire inspector has recourse to every remedy provided by law to secure entry.

(2) When the fire marshal or fire inspector has first obtained a proper inspection warrant or other remedy provided by law to secure entry, an owner or occupant or person having charge, care, or control of the building or premises shall not fail or neglect, after proper request is made, to permit entry therein for the purpose of inspection and examination pursuant to the fire code.

(F) Enforcement Authority. The fire marshal or fire inspector may issue warning notices, citations, notices of violation as provided by this chapter and as a city designated official under Chapter 19.04 GPMC. The fire marshal or fire inspector shall maintain a record of each inspection made, all notices, citations, notices of violation and enforcement actions. The fire marshal shall annually report to the city council concerning the fire inspection system of the city.

## EXHIBIT H

### 19.01.050 User's guide.

(A) Chapters. This UDC contains ~~nine~~ 10 chapters:

- (1) General Provisions. Establishes the purpose, title and basic rules for using the city development code.
- (2) Basic Definitions. Provides definitions for words used throughout the UDC. Words or terms used only in the environmental regulations chapter, Chapter 19.07 GFMC, are defined in that chapter.
- (3) Zoning. Lists and describes the zoning classifications, allowed uses for each zone, and the density, intensity, setback, and open space requirements for each zone.
- (4) Code Administration. Combines and coordinates the application, review, and approval procedures for land development in the city.
- (5) General Permits. Provides application procedures, decision criteria, and development standards for conditional use permits, planned residential developments, annexations, variances, and temporary uses.
- (6) Development Standards. Provides development standards such as density, setbacks, height, lot coverage, landscaping, buffering, fences, signs, loading, parking, access, and other standards to cover general and specific uses; also covers home occupations, day care facilities, accessory dwelling units, group homes, adult entertainment, manufactured home parks, RV parks, nonconforming uses, and public works construction standards.
- (7) Environmental Regulations. Establishes the policies and regulatory process for implementing the State Environmental Policy Act (SEPA) and to identify and protect environmentally critical areas; also incorporates by reference the Granite Falls shoreline master program, and provides regulations for flood damage prevention.
- (8) Siting Essential Public Facilities. Provides a comprehensive and efficient process for siting essential public facilities.
- (9) Land Use Fees and Deposits. Establishes fees and deposits for various services, actions, and permits regarding land use as per the unified development code and shall be established by resolution of the city council.
- (10) Vacations of Streets and Access Easements. Establishes the procedure and criteria that the city will use to decide upon vacation of streets, alleys, and other types of public easements relating to street, pedestrian or travel purposes.

(B) Numbering Scheme. The numbering scheme used in this title operates as shown below:

Title	Chapter	Section	Subsection
19.	05.	010	(A)(1)(a)(i), (ii), (iii)

(C) Format. Each chapter begins with a purpose statement for the chapter. Basic definitions are contained in Chapter [19.02](#) GFMC. Cross references to other chapters and sections of this UDC can be found throughout the document.

## EXHIBIT I

### 19.02 – Basic Definitions

#### 19.02.010 A.

“Accessory building” means a building which is subordinate to the main building, and is incidental to the use of the main building on the same lot and does not exceed one story or 12 feet in height.

...

“Accessory structure” means a building or other structure that is subordinate to the principal building and is incidental to the use of the principal building on the same lot and does not exceed one story or 12 feet in height.

...

#### 19.02.020 B.

...

“Building” means a structure having a roof for the shelter of persons or property exceeding 200 square feet of gross floor area.

...

#### 19.02.040 D

...

“Density” means the number of permitted dwelling units allowed on each acre of land or fraction thereof rounded to the nearest whole number.

...

#### 19.02.070 G\*

...

“Grade plane” means a reference plane representing the average of finished ground level adjoining the building at exterior walls. Where the finished ground level slopes away from the exterior walls, the reference plane shall be established by the lowest point within the area between the building and the lot line or, where the lot line is more than six feet (1829 mm) from the building, between the building and a point six feet (1829 mm) from the building.<sup>1</sup>

...

#### 19.02.080 H\*

...

“Height, building” means the vertical distance from grade plane to the average height of the lowest and highest roof surface point exposed by the finished ground level to the highest point of the building, excluding chimneys.

...

#### 19.02.130 M

...

“Mini-warehouse” means a facility consisting of separate storage units which are rented to customers having exclusive and independent access to their respective units for storage of residential or commercial-oriented goods. This definition excludes storage of bulk goods for resale or assembly and establishments offering the sale of bulk goods to the general public.

...

#### **19.02.200 T**

...

“Tandem parking space” means a parking space that is only accessed by passing through another parking space from a street, lane, drive aisle or driveway.

...



## EXHIBIT J

### **19.03.070 Downtown residential (DT-2,500) zone.**

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The downtown residential (DT-2,500) zone designation shall provide more flexible zoning for residential uses that are compatible with the quality and character of the existing area. This area has traditionally been a single-family, duplex and triplex zone of predominantly single-family character. This zone is intended to discourage large-scale multifamily developments but be flexible enough to allow the use of the existing small lots for densities of single-family, duplex, and triplex developments.

(A) Principal Uses. Principal uses in the downtown residential (DT-2,500) zone are:

- (1) Single-family dwelling;
- (2) Duplex;
- (3) Triplex;
- (4) Foster home;
- (5) Boarding house; and
- (6) Nursing home.

(B) Secondary Uses. Secondary uses in the downtown residential (DT-2,500) zone are:

- (1) Accessory building;
- (2) Home occupation; and
- (3) Day care center.

(C) Conditional Uses. Conditional uses in the downtown residential (DT-2,500) zone are:

- (1) Church;
- (2) Public facility;
- (3) Health care facility;
- (4) Radio transmitting antenna and/or satellite receiving antenna;
- (5) Multifamily structure;
- (6) Bed and breakfast;

(7) Social and recreational facility; and

(8) School.

(D) Minimum Lot Size. Minimum lot size in the downtown residential (DT-2,500) zone is 2,500 square feet per dwelling unit.

(E) Minimum Lot Width. Minimum lot width in the downtown residential (DT-2,500) zone is 30 feet. Corner lots shall have a lot width of not less than 40 feet.

(F) Minimum Building Setbacks. Minimum building setbacks in the downtown residential (DT-2,500) zone are:

(1) Front yard: 10 feet from property line.

(2) Side yard: Five feet on each side; provided, that corner lots shall observe the front yard setback from any street or private road.

(3) Rear yard: 20 feet from property line for principal buildings and five feet from property line for accessory buildings.

(4) In the case of multistory structures over two stories high, the base yard requirements of subsections (F)(1), (2), and (3) of this section shall be increased by an amount equal to five feet for the sum of the side yards and three feet each for the minimum width side yard, designated rear yard and designated front yard for each story of building height over two.

(5) No portion of any multifamily structure shall be closer than 15 feet from any other structure, nor, in the case of multistoried structures over two stories high, closer than an additional five feet for each story over two.

(6) Alley setback: No portion of any structure shall be closer than 10 feet from an alley.

(7) Garage, carport, fenced parking area setbacks: At least twenty linear feet of paved driveway shall be provided in front of any garage, carport, or fenced parking area. The linear distance shall be measured along a centerline of the driveway from the access point to such garage, carport, or fenced parking area to the street property line, pedestrian walkway, sidewalk, or access road easement whichever is closest to the garage, carport, or fenced parking area.

(G) Maximum Height. Maximum height in the downtown residential (DT-2,500) zone is 33 feet.

(H) Maximum Lot Coverage. Maximum lot coverage in the downtown residential (DT-2,500) zone is 70 percent.

(I) Maximum Density. Maximum density in the downtown residential (DT-2,500) zone is 15 dwelling units per acre.

(J) Minimum Density. Minimum density in the downtown residential (DT-2,500) zone is 10 dwelling units per acre.

## EXHIBIT K

### **19.03.080 Multiple residential (MR) zone.**

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The multiple residential (MR) zone designation shall provide multifamily residential development at a range of densities between 12 and 24 dwelling units per acre or 28 dwelling units per acre subject to development conditions specified in subsection 19.03.080(I) plus compatible uses such as schools, churches and day care centers where a full range of public facilities and services that support urban development exists. Generally this designation is appropriate for land which is located convenient to principal arterials and to business industrial and commercial activity centers.

(A) Principal Uses. Principal uses in the multiple residential (MR) zone are:

- (1) Single-family dwelling located on its own individual lot of 6,000 square feet or more;
- (2) Multifamily dwelling;
- (3) Foster home;
- (4) Boarding house;
- (5) Nursing home; and
- (6) Manufactured or mobile home park.

(B) Secondary Uses. Secondary uses in the multiple residential (MR) zone are:

- (1) Accessory building;
- (2) Home occupation; and
- (3) Day care center.

(C) Conditional Uses. Conditional uses in the multiple residential (MR) zone are:

- (1) Church;
- (2) Public facility;
- (3) Health care facility;
- (4) Radio transmitting antenna and/or satellite receiving antenna;
- (5) Bed and breakfasts;

(6) Social and recreational facility; and

(7) School.

(D) Minimum Lot Size. The minimum lot size in the multiple residential (MR) zone is 6,000 square feet.

(E) Minimum Lot Width. Minimum lot width in a multiple residential (MR) zone is 50 feet. Corner lots shall have a lot width of not less than 30 feet.

(F) Minimum Building Setbacks. Minimum building setbacks in the multiple residential (MR) zone are:

(1) Front yard: 10 feet from property line.

(2) Side yard: Five feet on each side; provided, that corner lots shall observe the front yard setback from any street or private road.

(3) Rear yard: 20 feet from property line for principal buildings and five feet from property line for accessory buildings.

(4) In the case of multistory structures over two stories high, the base yard requirements of subsections (F)(1), (2), and (3) of this section shall be increased by an amount equal to five feet for the sum of the side yards and three feet each for the minimum width side yard, designated rear yard and designated front yard for each story of building height over two.

(5) No portion of any multifamily structure shall be closer than 15 feet from any other structure, nor, in the case of multistoried structures over two stories high, closer than an additional five feet for each story over two.

(6) Alley setback: No portion of any structure shall be closer than 10 feet from an alley.

(7) Garage, carport, or fenced parking area setback: 20 feet from property line or sidewalk whichever is closer. At a minimum, the 20 feet shall be paved the width of the access to the garage, carport, or fenced parking area. The linear distance shall be measured along a centerline of the driveway from the access point to such garage, carport, or fenced parking area to the street property line, pedestrian walkway, sidewalk, or access road easement whichever is closest to the garage, carport, or fenced parking area.

(G) Maximum Height. Maximum height in the multiple residential (MR) zone is 50 feet.

(H) Maximum Lot Coverage. Maximum lot coverage in the multiple residential (MR) zone is 70 percent.

(I) Maximum Density. Maximum density in the multiple residential (MR) zone is 24 dwelling units per acre or 28 dwelling units per acre when:

(1) Adjacent to industrial and commercial employment centers;

(2) Frontage and immediate vehicle access can be provided onto a designated Major or Minor Arterial;

(3) Open space and recreational facilities are provided onsite; and

(4) No onsite environmentally critical areas exist.

(J) Minimum Density. Minimum density in the multiple residential (MR) zone is 12 dwelling units per acre.

## **EXHIBIT L**

### **19.03.090 Central business district (CBD) zone.**

The central business district (CBD) zone designation is comprised mostly of retail, dining, entertainment and similar businesses, which are conducted primarily indoors. Such uses include, but are not limited to, grocery stores, drug stores, furniture stores, clothing stores, bookstores, music stores, restaurants, movie theaters, and bowling alleys. It also includes many services such as law, accounting, and escrow offices as well as many other types of services. This zone is intended to provide for smaller scale specialty retail, entertainment and professional services in offices but not larger scale retail, facilities with outdoor storage or larger footprints. This zone provides for uses that are traditional to downtown business zones.

(A) Principal Uses. Principal uses in the central business district (CBD) zone are:

- (1) Retail and wholesale sale;
- (2) Personal service, including self-service;
- (3) Office;
- (4) Restaurant;
- (5) Health care facility, excluding overnight accommodations;
- (6) Social or recreational facility;
- (7) Hotel or motel;
- (8) Accessory structure and use;
- (9) Parking facility;
- (10) Indoor manufacturing, assembly;
- (11) Day care center, commercial;
- (12) Tavern;
- (13) Specialized instruction school; and
- (14) Vocational school.

(B) Secondary Uses. Secondary uses in the central business district (CBD) zone are:

(1) Residential dwelling unit in principal building;

(2) Consumer goods repair; and

(3) Accessory structure and use.

(C) Conditional Uses. Conditional uses in the central business district (CBD) zone are:

(1) Outside storage and display;

(2) Veterinary clinic;

(3) Church;

(4) Public facility;

(5) Service station;

(6) Vehicle sale;

(7) Automotive repair and service;

(8) Miscellaneous repair;

(9) Multifamily dwellings on the same parcel as commercial use;

(10) School.

(D) Minimum Lot Size. Minimum lot size in the central business district (CBD) zone is 2,000 square feet.

(E) Maximum Lot Coverage. Maximum lot coverage in the central business district (CBD) zone is none.

(F) Maximum Height. Maximum height in the central business district (CBD) zone is 50 feet.

(G) Minimum Building Setbacks for Nonmanufacturing ~~and/or Assembly~~ Uses.

(1) Front yard: None;

(2) Side yard: None;



(3) Rear yard: Five feet;

(4) Alley setback: No portion of any structure shall be closer than 10 feet from an alley.

(H) Minimum Building Setbacks for Manufacturing and/or Assembly Uses.

(1) Street/public right-of-way: 20 feet;

(2) Side yard: None, except when abutting a residential or commercial zone or comprehensive plan designation there shall be a side yard setback of five feet;

(3) Rear yard: Five feet;

(4) Alley setback: No portion of any structure shall be closer than 10 feet from an alley.

(I) Required Landscaping for Manufacturing and Assembly Uses.

(1) All street setback areas which border a residential or commercial zones or comprehensive plan residential or commercial designation shall be landscaped to a depth of at least 20 feet with natural or installed plant material which will provide total coverage of the required landscape area within three years.

(2) All rear and side yard setback areas which border residential zones shall be landscaped with plantings a minimum of five feet in height which will reach a mature height of eight feet from the ground level. Such plantings shall be installed and spaced to provide a continuous screen at maturity.

(J) Prohibited Uses. Uses prohibited in the central business district are as follows:

(1) Outside storage of equipment material, products, parts, supplies or vehicles for purposes other than retail sales and rentals. Outdoor storage of vehicles will be limited to an area 25 percent or less of gross square footage of the principal use.

(2) Permanent construction yards for storage of equipment and construction products.

(3) Manufacturing and/or assembly activity that generates noise levels exceeding 65 dB (normal conversation at three feet) as measured at the property line.

## **EXHIBIT M**

### **19.03.100 General commercial (GC) zone.**

The general commercial (GC) zone designation is comprised of more intensive retail and service uses than described in the CBD zone. General commercial uses typically require outdoor display and/or storage of merchandise and tend to generate noise as part of the operation. Such uses include, but are not limited to, auto, boat and recreational vehicle sales lots, tire and muffler shops, equipment rental, mini-storage and vehicle storage. The types of retail outlets are typically larger footprint stores like department stores, grocery, and large specialty stores

(A) Principal Uses. Principal uses in the general commercial (GC) zone are:

- (1) Retail and wholesale sales;
- (2) Personal service, including self-service;
- (3) Office;
- (4) Mini-storage;
- (5) Restaurant;
- (6) Health care facility, excluding overnight accommodations;
- (7) Social and/or recreational facility;
- (8) Hotel or motel;
- (9) Accessory structure and use;
- (10) Parking facility;
- (11) Veterinary clinic;
- (12) Service station;
- (13) Vehicle sales;
- (14) Automotive repair and service;
- (15) Miscellaneous repair;
- (16) Indoor manufacturing, assembly;

- (17) Day care center, commercial;
- (18) Tavern;
- (19) Specialized instruction school; and
- (20) Vocational school.

(B) Secondary Uses. Secondary uses in the general commercial (GC) zone are:

- (1) Multifamily dwelling entirely above retail;
- (2) Consumer goods repair.

(C) Conditional Uses. Conditional uses in the general commercial (GC) zone are:

- (1) Outside storage and/or display;
- (2) Church;
- (3) Public facility;
- (4) Multifamily dwelling on the same parcel as commercial use;
- (5) RV park;
- (6) Commercial kennel;
- (7) Communication facility; and
- (8) School.

(D) Minimum Lot Size. Minimum lot size in the general commercial (GC) zone is 7,200 square feet.

(E) Maximum Lot Coverage. Maximum lot coverage in the general commercial (GC) zone is none.

(F) Maximum Height. Maximum height in the general commercial (GC) zone is 50 feet.

(G) Minimum Building Setbacks for Nonmanufacturing and/or Assembly Uses.

- (1) Front yard: None;

(2) Side yard: None;

(3) Rear yard: Five feet;

(4) Alley setback: No portion of any structure shall be closer than 10 feet from an alley.

(H) Minimum Building Setbacks for Manufacturing and/or Assembly Uses.

(1) Street/public right-of-way: 20 feet;

(2) Side yard: None, except when abutting a residential or commercial zone or a comprehensive plan residential or commercial designation there shall be a side yard setback of five feet;

(3) Rear yard: Five feet;

(4) Alley setback: No portion of any structure shall be closer than 10 feet from an alley.

(I) Required Landscaping for Manufacturing and Assembly Uses.

(1) All street setback areas which border a residential or commercial zones or comprehensive plan residential or commercial designations shall be landscaped to a depth of at least 20 feet with natural or installed plant material which will provide total coverage of the required landscape area within three years.

(2) All rear and side yard setback areas which border residential zones shall be landscaped with plantings a minimum five feet in height which will reach a mature height of eight feet from the ground level. Such plantings shall be installed and spaced to provide a continuous screen at maturity.

(J) Prohibited Uses. Manufacturing and/or assembly activity that generate noise levels exceeding 65 dB (normal conversation at three feet) measured at the property line are prohibited in the general commercial (GC) zone.

## EXHIBIT N

### 19.03.110 Heavy industrial (HI) zone.

The heavy industrial (HI) zone designation will allow uses that involve a great deal of activity and storage outside the building; large doors are open, and there may be noise, light, heat, smoke, dust and odors detected beyond the property lines. Also, the hours of operation may fall outside of the normal 9:00 a.m. to 5:00 p.m. routine. An operation may begin very early in the morning and continue late into the evening. Such uses include, but are not limited to, fabrication, processing, storage, and assembly operations.

(A) Principal Uses. Principal uses in the heavy industrial (HI) zone are:

- (1) Manufacturing, processing, creating, repairing, renovating, cleaning, painting, assembly of goods, merchandise and equipment;
- (2) Wholesale sales;
- (3) Warehousing;
- (4) Outside storage;
- (5) Surface mining;
- (6) Recycling;
- (7) Impound yard; and
- (8) Communication facility.

(B) Secondary Uses. Secondary uses in the heavy industrial (HI) zone are:

- (1) Accessory use; and
- (2) Night watchman's quarters occupied by an employee of the operator of the principal use.

(C) Minimum Lot Size. Minimum lot size in the heavy industrial (HI) zone is none.

(D) Maximum Lot Coverage. Maximum lot coverage in the heavy industrial (HI) zone is none.

(E) Maximum Building Height. Maximum building height in the heavy industrial (HI) zone is 50 feet.

(F) Minimum Building Setbacks. Minimum building setbacks in the heavy industrial (HI) zone are:

- (1) Street/public right-of-way: 20 feet;
- (2) Side yard: None, except when abutting a residential or commercial zone or comprehensive plan designation which shall then be 20 feet or one foot for each foot of height of the structure nearest the side lot line, whichever is greater;
- (3) Rear yard: None, except when abutting a residential or commercial zone or comprehensive plan designation which shall then be 20 feet or one foot for each foot in height of the structure nearest the rear lot line, whichever is greater;
- (4) Alley setback: No portion of any structure shall be closer than 10 feet from an alley.

(G) Required Landscaping. All street setback areas, and side and rear setback areas which border a residential or commercial zones ~~(or comprehensive plan designations)~~ shall be landscaped to a depth of at least 20 feet with natural or installed plant material which will form a sight-obscuring screen. Landscaping in setback areas which border residential zones shall include a minimum five-foot-high earth berm, and plantings which will reach a mature height of eight feet from the ground level of the lot within two years. Such plantings may be installed on the top of the berm and shall be spaced to provide a continuous screen at maturity.

## **EXHIBIT O**

### **19.03.120 Light industrial (LI) zone.**

The light industrial (LI) zone designation is intended for clean industrial uses in which most of the operation occurs indoors with little noise and emissions of industrial byproducts.

(A) Principal Uses. Principal uses in the light industrial (LI) zone are:

- (1) Indoor manufacturing; assembly;
- (2) Wholesale sales; indoor wholesale sales;
- (3) Mini-storage; and
- (4) Communication facility.

(B) Secondary Uses. Secondary uses in the light industrial (LI) zone are:

- (1) Outside storage;
- (2) Night watchman's quarters occupied by an employee of the operator of the principal use;
- (3) Auto storage; and
- (4) Accessory use and structure.

(C) Minimum Lot Size. Minimum lot size in the light industrial (LI) zone is none.

(D) Maximum Lot Coverage. Maximum lot coverage in the light industrial (LI) zone is none.

(E) Maximum Building Height. Maximum building height in the light industrial (LI) zone is 50 feet.

(F) Minimum Building Setbacks. Minimum building setbacks in the light industrial (LI) zone are:

- (1) Street/public right-of-way: 20 feet;
- (2) Side yard: None, except when abutting a residential or commercial zone or comprehensive plan designation which shall then be 20 feet or one foot for each foot of height of the structure nearest the side lot line, whichever is greater;

(3) Rear yard: None, except when abutting a residential or commercial zone or comprehensive plan designation which shall then be 20 feet or one foot for each foot in height of the structure nearest the rear lot line, whichever is greater;

(4) Alley setback: No portion of any structure shall be closer than 10 feet from an alley.

(G) Required Landscaping. All street setback areas, and side and rear setback areas which border a residential or commercial zones ~~(or comprehensive plan designations)~~ shall be landscaped to a depth of at least 20 feet with natural or installed plant material which will form a sight-obscuring screen. Landscaping in setback areas which border residential zones shall include a minimum five-foot-high earth berm, and plantings which will reach a mature height of eight feet from the ground level of the lot within two years. Such plantings may be installed on the top of the berm and shall be spaced to provide a continuous screen at maturity.



## **EXHIBIT P**

### **19.03.130 Industrial Retail (IR) zone.**

The industrial/retail (IR) zone designation is intended to allow the sale of industrial products produced on the premises to retail customers. For example, wood products manufactured at the site could be sold in a showroom to retail buyers. This land use designation should be located near the frontage and have better visibility than the industrial zone.

(A) Principal Uses. Principal uses in the industrial/retail (IR) zone are:

- (1) Indoor manufacturing and assembly, repair;
- (2) Indoor wholesale sales;
- (3) Retail sales of products produced on site; and
- (4) Communication facility.

(B) Secondary Uses. Secondary uses in the industrial/retail (IR) zone are:

- (1) Outside storage;
- (2) Night watchman's quarters occupied by an employee of the operator of the principal use; and
- (3) Accessory use and structure.

(C) Minimum Lot Size. Minimum lot size in the industrial/retail (IR) zone is none.

(D) Maximum Lot Coverage. Maximum lot coverage in the industrial/retail (IR) zone is none.

(E) Maximum Building Height. Maximum building height in the industrial/retail (IR) zone is 50 feet.

(F) Minimum Building Setbacks. Minimum building setbacks in the industrial/retail (IR) zone are:

- (1) Street/public right-of-way: 20 feet;
- (2) Side yard: None, except when abutting a residential or commercial zone or comprehensive plan designation which shall then be 20 feet or one foot for each foot of height of the structure nearest the side lot line, whichever is greater;

(3) Rear yard: None, except when abutting a residential or commercial zone or comprehensive plan designation which shall then be 20 feet or one foot for each foot in height of the structure nearest the rear lot line, whichever is greater;

(4) Alley setback: No portion of any structure shall be closer than 10 feet from an alley.

(G) Required Landscaping. All street setback areas, and side and rear setback areas which border a residential or commercial zones (or comprehensive plan designations), shall be landscaped to a depth of at least 20 feet with natural or installed plant material which will form a sight-obscuring screen. Landscaping in setback areas which border residential zones shall include a minimum five-foot-high earth berm, and plantings which will reach a mature height of eight feet from the ground level of the lot within two years. Such plantings may be installed on the top of the berm and shall be spaced to provide a continuous screen at maturity.

## EXHIBIT Q

### 19.03.140 Open space (OS) zone.

The open space zone is intended to preserve and enhance public and private open, natural, and recreational areas identified in the comprehensive plan. These areas serve many functions including:

- Providing opportunities for outdoor recreation;
- Providing contrasts to the built environment;
- Preserving scenic qualities;
- Protecting sensitive or fragile environmental areas;
- Enhancing and protecting the values and functions of trees and the urban forest;
- Preserving the capacity and water quality of the stormwater drainage system; and
- Providing pedestrian and bicycle transportation connections

The open space (OS) zone is applied to all land designated as “open space” on the comprehensive plan future land use map and that has been retained as open space areas. They are often located in sensitive environmental areas. Open space areas may be suitable for passive and/or active recreation development such as neighborhood parks. In addition, property owners may request an open space designation for open or natural areas that meet the purpose of the zone, and for review, conservation, or similar easements that can be shown as open space.

(A) Principal Uses. Principal uses in the open space (OS) zone are

(1) Critical areas and buffers pursuant to GFMC 19.07.020 including:

- (a) Wetland;
- (b) Geological hazard area;
- (c) Wildlife habitat area;
- (d) Aquifer recharge area; and
- (e) Flood hazard area.

(2) Outdoor passive and active private recreational areas and facilities located outside of critical areas and buffers including:

- (a) Playfield;
- (b) Play equipment;
- (c) Display or community garden; and
- (d) Picnic area and related facilities.

(3) Trails located outside of critical areas and buffers for:

- (a) Hikers;
- (b) Equestrians; or
- (c) Bicyclists.

(4) Pedestrian trail or boardwalk located within the outer 25 percent of a wetland buffer pursuant to GFMC 19.07.020(J)(2);

(5) Stormwater retention or detention pond;

(6) Scenic or view easement or area.

(B) Secondary Uses. Secondary uses in the open space (OS) zone located outside of critical areas and buffers are:

- (1) Park maintenance storage facility;
- (2) Public restroom; and
- (3) Off-street public parking.

(C) Conditional Uses. Conditional uses in the open space (OS) zone located outside of critical areas and buffers are:

- (1) Public utility.

(D) Minimum Lot Size. Minimum lot size in the open space (OS) zone is none.

(E) Maximum Lot Coverage. Maximum lot coverage in the open space (OS) zone is 10 percent.

(F) Maximum Building Height. Maximum building height in the open space (OS) zone is 18 feet.

(G) Minimum Building Setbacks. Minimum building setbacks in the open space (OS) zone is 20 feet from all property lines.

(H) Required Landscaping. All street, side and rear setback areas which border a residential or commercial zones or comprehensive plan residential or commercial designation shall be landscaped with natural or installed plant material to a depth of 20 feet. Said landscaping shall be located between any fence on site and the site's property line, except where the fence is required to be on or near the property line in order to protect a wetland, geological hazard area, aquifer recharge area or flood hazard area.

## **EXHIBIT R**

### **19.03.140 Public park (PP) zone.**

The public park (PP) zone is intended to preserve and enhance all existing and planned for publicly owned parks. The public park (PP) zone is applied to all land designated as “park” on the comprehensive plan future land use map. The purpose of the public park (PP) zone is to provide opportunities for public parks and other recreation facilities, such as playgrounds, trails, publicly accessible open space, or as meet the definition of parks in GFMC 19.02.160. Only facilities providing such public recreation shall be allowed to locate in the public park (PP) zone.

(A) Principal Uses. Principal uses in the public park (PP) zone are:

(1) Indoor facilities such as:

- (a) Gymnasium;
- (b) Swimming pool; or
- (c) Activity center and similar indoor recreational facility.

(2) Outdoor facilities such as:

- (a) Playfield;
- (b) Fishing area;
- (c) Picnic and related outdoor activity areas; and
- (d) Display or community garden.

(3) Areas and trails for:

- (a) Hikers;
- (b) Equestrians; and
- (c) Bicyclists.

(B) Secondary Uses. Secondary uses in the public park (PP) zone are:

- (1) Off-street public parking;

- (2) Park maintenance storage facility;
- (3) Public restroom;
- (4) Dock;
- (5) Picnic shelter, benches, barbecue facility, and similar structures and facilities;
- (6) Backstop, goal posts, fencing, spectator viewing facility, and similar structures associated with a playfield.

(C) Conditional Uses. Conditional uses in the public park (PP) zone are:

- (1) Off-road recreational vehicle use facility;
- (2) Recreational vehicle park/over-night camping area;
- (3) Challenge or zip line course;
- (4) Remote control model facility;
- (5) Go-cart facility; and
- (6) Eco car facility.

(D) Minimum Lot Size. Minimum lot size in the public park (PP) zone is none.

(E) Maximum Lot Coverage. Maximum lot coverage in the public park (PP) zone is 70 percent.

(F) Maximum Building Height. Maximum building height in the public park (PP) zone is 50 feet.

(G) Minimum Building Setbacks. Minimum building setbacks in the public park (PP) zone are:

- (1) Street/public right-of-way: 20 feet;
- (2) Side yard: Five feet;

(3) Rear yard: Five feet; and

(4) Alley setback: No portion of any structure shall be closer than 10 feet from an alley.

(H) Required Landscaping. All street, side and rear setback areas which border a residential or commercial zones or comprehensive plan residential or commercial designation shall be landscaped with natural or installed plant material. Said landscaping shall be located between any fence on site and the site's property line, except where the fence is required to be on or near the property line in order to protect a wetland, geological hazard area, aquifer recharge area or flood hazard area.



## EXHIBIT S

### **19.03.160 Public/institutional (P/I) zone.**

The public/institutional (P/I) zone is intended to provide and protect properties devoted to public and semi-public uses and uses providing social and physical services to the Granite Falls community. This purpose is accomplished by: (1) providing a zone in which uses serving public needs may be located; (2) limiting residential and privately owned operations; and (3) protecting adjacent properties from potential impacts of public uses. The public/institutional (P/I) zone is applied to all land designated as “public/institutional” on the comprehensive plan future land use map including, but not limited to, schools, government facilities, social services, hospitals, libraries, and utility facilities.

(A) Principal Uses. Principal uses in the public/institutional (P/I) zone are:

- (1) Community residential facility;
- (2) Emergency temporary shelter;
- (3) Trail;
- (4) Public library;
- (5) Public museum or art gallery;
- (6) Public arboretum;
- (7) Church, temple, mosque, or synagogue or similar uses;
- (8) Civic center;
- (9) Community center;
- (10) Social services;
- (11) Hospital;
- (12) Nursing or personal care facilities facility;
- (13) Public vocational school;
- (14) Public or private schools for grades K-12;
- (15) Public agency or utility office;

- (16) Public agency or utility yard;
- (17) Court;
- (18) Police facility;
- (19) Fire district facility; and
- (20) Utility facility.

(B) Secondary Uses: Secondary uses in the public/institutional (P/I) zone are:

- (1) Personal services;
- (2) School dormitory;
- (3) Office/outpatient clinic;
- (4) Medical/dental lab;
- (5) School district support facility;
- (6) Helistop;
- (7) Cafeteria;
- (8) Pharmacy;
- (9) Florist and/or gift shop within a hospital;
- (10) Day care; and
- (11) Off-street public parking.

(C) Conditional Uses. Conditional uses in the public/institutional (P/I) zone are:

- (1) Jail;
- (2) Public agency animal control facility;
- (3) Public agency training facility;
- (4) Landfill;

- (5) Transfer station;
- (6) Wastewater treatment facility;
- (7) Municipal water production;
- (8) Transit park and ride facility;
- (9) School bus base; and
- (10) Stadium/arena;
- (11) Cemetery; and
- (12) Communication facility.

(D) Minimum Lot Size. Minimum lot size in the public/institutional (P/I) zone is none.

(E) Maximum Lot Coverage. Maximum lot coverage in the public/institutional (P/I) zone is 90 percent.

(F) Maximum Building Height. Maximum building height in the public/institutional (P/I) zone is 33 feet.

(G) Minimum Building Setbacks. Minimum building setback in the public/institutional (P/I) zone is 20 feet from all property lines except when abutting a commercial, industrial or public/institutional zone, then the setbacks shall be the same as the corresponding setbacks requirement for the abutting commercial, industrial or public/institutional zone. This means:

- (1) Street/public right-of-way: 20 feet;
- (2) Side yards abutting a residential, open space, or public park zone: 20 feet;
- (3) Side yards abutting a central business district zone: none;
- (4) Side yards abutting a general commercial, industrial, or public/institutional zone: 5 feet;
- (5) Rear yard abutting a residential, open space, or public park zone: 20 feet;
- (6) Rear yard abutting a central business district zone: none

(7) Rear yard abutting a general commercial, industrial, or public/institutional zone: 5 feet;

(8) Alley setback: No portion of any building shall be closer than 10 feet from an alley.

(H) Required Landscaping. All ~~street setback areas and side and rear yard setback areas~~ except the minimum area necessary for paved vehicle or pedestrian access shall be landscaped ~~to a depth of 20 feet the entire~~ with ~~natural or installed~~ living plant material.

## EXHIBIT T

### 19.04.080 Public notice requirements.

#### (A) Development Application.

(1) Included Information. Within 14 days of issuing a letter of completeness, under GFMC 19.04.060(D), the city shall issue a notice of development application. See Table 42 in GFMC 19.04.040 for permits requiring notices. The notice shall include, but not be limited to, the following:

- (a) The name of the applicant.
- (b) Date of application.
- (c) The date of the letter of completeness.
- (d) The location of the project, including street address and legal description.
- (e) A project description.
- (f) The requested approvals, actions, and/or required approvals, actions or studies.
- (g) A statement of the public comment period which shall be not less than 14 nor more than 30 days following the date of the notice of application, and a statement of the right of any person to comment on the application, receive notice of and participate in any hearings, request a copy of the decision once made, and any appeal rights. Also, a statement that comments on the notice are due by 5:00 p.m. on the last day of the comment period, or on the first working day following the last day if the last day falls on a weekend or holiday.
- (h) Identification and location of existing environmental documents.
- (i) A city staff contact and phone number.
- (j) The date, time, and place of a public hearing if one has been scheduled.
- (k) Preliminary determination, if made, of SEPA threshold and/or development regulations that will be used for project impact mitigation.
- (l) A statement that the decision on the application will be made within statutory limits.

(2) Posting —~~Publication~~. The notice of development application shall be posted on the subject property and ~~notification shall be published once in a local newspaper of general circulation.~~

(3) Publication. The notice of development application shall be published once in a local newspaper of general circulation.

(4) Mailing. The notice of development application shall be mailed to all owners of property within 300 feet of the subject property.

~~(3)~~(5) Issuance. The notice of development application shall be issued prior to required notice of a public hearing and is not a substitute for that notice.

~~(4)~~(6) Exemptions. A notice of application is not required for the following actions when the referenced actions are categorically exempt from SEPA or environmental review has been completed:

- (a) Application for building permits.
- (b) Application for lot line adjustments.
- (c) Application for administrative approvals.

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## EXHIBIT U

### 19.06.050 Loading area and off-street parking requirements.

(A) Purpose. The purpose of this section is to regulate parking and loading in order to lessen traffic congestion and contribute to public safety by providing sufficient on-site areas for the maneuvering and parking of motor vehicles.

(1) Required Automobile Parking Spaces. Off-street parking spaces shall be provided as an accessory use in accordance with the requirements of this section at the time any building or structure is erected, enlarged, or expanded.

(2) Size and Access. Each off-street parking space shall have an area of not less than 160 square feet exclusive of access drives or aisles and a width of not less than eight feet. There shall be adequate provision for ingress and egress from each parking space at all times.

(3) Location. Off-street parking facilities shall be located as hereinafter specified; where a distance is specified, such distance shall be the walking distance measured from the nearest point of the parking facilities to the nearest point of the building that such facility is required to serve.

(a) For a single-family dwelling or multifamily dwelling, the parking facilities shall be located on the same lot or building site as the building they are required to serve.

(b) For churches, hospitals, large group homes, institutions, rooming and lodging houses, nursing and convalescent homes, community clubs, and clubrooms, parking facilities shall be located not farther than 150 feet from the facility.

(c) For uses other than those specified, parking facilities shall be located not farther than 300 feet from the facility.

(4) Unit of Measurement. In stadiums, sports arenas, churches, and other places of assembly in which patrons or spectators occupy benches, pews, or other similar seating facilities, each 18 inches of width or 80 square feet of open area of such seating facilities should be counted as one seat for the purpose of determining requirements of off-street parking facilities under this title.

(5) Expansions or Enlargements. Where any structure is enlarged or expanded, off-street parking spaces shall be provided for said expansion or enlargement in accordance with the requirements of subsection (A)(8) of this section. Nothing in this title shall be construed to require off-street parking spaces for the portion of said building or structure

existing at the effective date of the ordinance codified in this title. A change in use in an existing structure shall require additional off-street parking spaces as set forth in subsection (A)(8) of this section.

(6) Mixed Occupancies. In the case of two or more uses in the same building, the total requirements for off-street parking facilities shall be the sum of the requirements for the several uses computed separately. Off-street parking facilities for one use shall not be considered as providing required parking facilities for any other use, except as hereafter specified in subsection (A)(8) of this section for joint use.

(7) Uses Not Specified. In the case of a use not specifically mentioned in subsection (A)(8) of this section, the requirements for off-street parking facilities shall be determined by the designated official. Such determination shall be based upon the requirements for the most comparable use specified in subsection (A)(8) of this section or on a parking study of three or more of the same use located in communities within the Puget Sound region.

(8) Parking Spaces Required for Particular Uses. The minimum number of off-street parking spaces required for nonresidential uses shall be as set forth in the following table:

**Table 1 – Parking Spaces Required**

Use	Parking Spaces Required
1. All dwellings (R-2.3, R-9,600, R-7,200, DT-2,500, MR)	2 off-street spaces per unit.
2. All multifamily uses in the central business district (CBD) in free-standing buildings (not including residents on the second floor of commercial businesses)	1 off-street space per unit.
3. Day care center, home-based	1 for each employee, plus 1 additional, not including required residential spaces.
4. Day care center, commercial	1 for each employee, plus 1 for every 10 children or adults.
5. Banks, savings and loan associations, business or professional offices	1 for each 400 square feet of gross floor area.
6. Bowling alleys	4 for each alley.
7. Churches	1 for each 5 seats in the principal place of assembly for worship, including balconies and choir lofts.
8. Dance halls, skating rinks, youth cabarets	1 for each 25 square feet of skating or dancing area, plus 1 per 40 square feet of all other building area.



Use	Parking Spaces Required
9. Establishments for the sale and consumption on the premises of food and beverages, including fraternal and social clubs	1 for each 200 square feet of gross floor area.
10. Fraternity, sorority or group student house	1 for each 3 sleeping rooms or 1 for each 6 beds, whichever is greater.
11. Hospitals	1 for each 2 beds.
12. Large group home, institution	1 for each 2 beds.
13. Libraries and museums	1 for each 250 square feet of floor area open to the public.
14. Lodging and rooming house	1 for each sleeping room.
15. Manufacturing uses, research and testing laboratories, creameries, bottling establishments, bakeries, canneries, printing and engraving shops	1 for each employee on a maximum shift, or 1 for each 1,000 square feet of floor area, whichever is greater.
16. Medical or dental clinics	5 for each physician or dentist or 1 per 200 square feet of floor area, whichever is greater.
17. Motels, hotels	1 for each unit.
18. Motor vehicle or machinery sales, wholesale stores, furniture stores	1 for each 400 square feet of gross floor area.
19. Offices providing on-site customer service	1 for each 200 square feet.
20. Offices not providing on-site customer service	1 for each 500 square feet.
21. Offices, taverns, cocktail lounges (if less than 4,000 square feet)	1 for each 150 square feet of floor area.
22. Offices, taverns, cocktail lounges (if more than 4,000 square feet)	20 spaces plus 1 space per 100 square feet.
23. Indoor recreational facilities	1 for every 3 people that the facility is designed to accommodate when fully utilized.
24. Mini-storage	3 spaces plus 1 for each 10 storage units
25. Commercial retail	1 for each 300 square feet

(9) Required Loading Areas.

(a) In any commercial and manufacturing zones, and for any institutional use in whatever zone it may be located, every building or portion of building hereafter

erected or structurally altered to provide additional floor space shall be provided with a minimum of one off-street or off-alley loading space for each 10,000 square feet of usable floor space within the building, which usable floor space is intended to be used for or is used for merchandising, manufacturing, warehousing, or processing purposes. If the building contains less than 10,000 square feet of usable floor space, the requirement for an off-street or off-alley loading space may be waived by the building inspector.

(b) If the building contains more than 24,000 square feet of floor space so used, then there shall be one additional loading space provided for each additional 24,000 square feet of floor space.

(c) Each loading space shall measure not less than 30 feet by 12 feet, shall have an unobstructed height of 14 feet, shall be made permanently available for such purpose, and shall be surfaced, improved, and maintained. Such facilities shall be so located that trucks using the same shall not encroach upon or interfere with areas reserved for off-street parking nor project into any public right-of-way and shall be adjacent to the building to be served thereby. If the site upon which such loading space or spaces is to be located abuts upon an alley, such loading space or spaces shall be off-alley. If the loading space is incorporated within a building, then, as to location, the requirements of this section shall not apply.

(d) Any floor area provided by additions to or structural alterations to a building shall be provided with loading space or spaces as set forth herein whether or not loading spaces have been provided for the original floor space.

(10) Alley Access to Parking. The alleys located in the four-block area bordered by Stanley Street, Wabash Avenue, Union Street, and Cascade Avenue may be used to access off-street parking for customers. All other alleys in the city may be used to access off-street parking for employees and residents only. Access to customer off-street parking outside of the downtown parking area illustrated in Figure 3 in GFMC 19.06.060 shall be from a public street and not an alley.

(11) Tandem Parking. Tandem parking spaces only count as one parking space when calculating the number of parking spaces required under subsection (A)(8).

## EXHIBIT V

### 19.06.060 Downtown parking requirements.

(A) Development/Redevelopment Projects. The city of Granite Falls will not require off-street parking in addition to that which is existing as of the time of the adoption of this code for all areas zoned central business district from the south side of Stanley Street to the north side of Union Avenue and from the east side of Cascade Avenue to the west side of Wabash Avenue as illustrated in Figure 3, below.

(1) The following figure (Figure 3) illustrates the area of downtown where additional off-street parking will not be required:

**Figure 3 – Downtown Parking**



(B) New Construction. New construction shall require one parking stall per rentable space for employee parking.

(C) Commercial Establishments. Commercial establishments that include, or will include, residential units, such as apartments, shall at a minimum provide off-street parking for those residential units in accordance with GFMC 19.06.050(A)(8).

(D) Multifamily Dwellings. Multifamily dwellings constructed on the same parcel as a commercial use pursuant to GFMC 19.03.090(C) shall be provided off-street parking in accordance with GFMC 19.06.050(A)(8).

## EXHIBIT W

### GFMC 19.07.010 Environmental Review

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#### (M) Environmental Impact Statement (EIS).

(1) Purpose of Section and Adoption by Reference. This section contains the rules for preparing environmental impact statements.

#### (2) Preparation of EIS.

(a) Preparation of draft and final EISs (DEIS and FEIS) and draft and final supplemental EISs (SEIS) is the responsibility of the designated official. Before the city issues an EIS, the designated official shall be satisfied that it complies with this chapter and Chapter 197-11 WAC.

(b) The DEIS and FEIS or draft and final SEIS shall be prepared by city staff, the applicant, or by a consultant selected by the city or the applicant, at the discretion of the designated official. If the designated official requires an EIS for a proposal and determines that someone other than the city will prepare the EIS, the designated official shall notify the applicant immediately after completion of the threshold determination. The designated official shall also notify the applicant of the city's procedure for EIS preparation, including approval of the DEIS and FEIS prior to distribution.

(c) The city may require an applicant to provide information the city does not possess, including specific investigations. However, the applicant is not required to supply information that is not required under this chapter or that is being requested from another agency. (This does not apply to information the city may request under another ordinance or statute.)

(3) Additional Elements. The following additional elements are part of the environment for the purpose of EIS content, but do not add to the criteria for threshold determinations or perform any other function or purpose under this chapter:

(a) Economy;

(b) Cost benefit analysis;

(c) Social policy analysis.

#### (4) Commenting.

(a) Purpose. This section contains rules for consulting, commenting, and responding on all environmental documents under SEPA, including rules for public notice and hearings.

(b) Adoption by reference (WAC 173-806-128). The city adopts the following sections by reference:

WAC

- 197-11-502 Inviting comment.
- 197-11-504 Availability and cost of environmental documents.
- 197-11-508 SEPA register.
- 197-11-535 Public hearings and meetings.
- 197-11-545 Effect of no comment.
- 197-11-550 Specificity of comments.
- 197-11-560 FEIS response to comments.

(N) ~~(5)~~ Public Notice.

(1)~~(a)~~ Whenever possible, the city shall integrate the public notice required under this section with existing notice procedures for the city's nonexempt permit(s) or approval(s) required for the proposal.

(2)~~(b)~~ Whenever the city issues a DNS under WAC 197-11-340(2) or a DS under WAC 197-11-360, the city shall give public notice as follows:

(a)~~(i)~~ If an environmental document is issued concurrently with the notice of application, the public notice requirements for the notice of application in RCW 36.70B.110(4) will suffice to meet the SEPA public notice requirements in WAC 197-11-510(1).

(b)~~(ii)~~ If no public notice is otherwise required for the permit or approval, the city shall give notice of the DNS or DS by:

(i)~~A.~~ Posting the property, and posting in the City Hall; and

(ii)~~B.~~ Publishing notice in the city's newspaper of record.

(3)~~(e)~~ Whenever the city issues a DS under WAC 197-11-360(3), the city shall state the scoping procedure for the proposal in the DS as required in WAC 197-11-408 and in the public notice.

(6)~~(4)~~ If a DNS is issued using the optional DNS process, the public notice requirements for a notice of application in RCW 36.70B.110(4) as supplemented by the requirements in WAC 197-11-355 will suffice to meet the SEPA public notice requirements in WAC 197-11-510(1)(b).

(7)~~(5)~~ Whenever the city issues a DEIS under WAC 197-11-455 or an SEIS under WAC 197-11-620, notice of the availability of those documents shall be given by:

- (a) Indicating the availability of the DEIS in any public notice required for a nonexempt license; and
- (b) Posting the property, for site-specific proposals; or posting in City Hall, for non-site-specific proposals; and

(c) Publishing notice in the city's newspaper of record.

~~(8)~~(6) Public notice for projects that qualify as planned actions shall be tied to the underlying permit as specified in WAC 197-11-172(3).

~~(9)~~(7) The city may require an applicant to complete the public notice requirements for the applicant's proposal at his or her expense.

~~(O)~~~~(N)~~ Official to Perform Consulted Agency Responsibilities.

(1) The designated official shall be responsible for preparation of written comments for the city in response to a consultation request prior to a threshold determination, participation in scoping, and reviewing a DEIS.

(2) The designated official shall be responsible for the city's compliance with WAC 197-11-550 whenever the city is a consulted agency and is authorized to develop operating procedures that will ensure that responses to consultation requests are prepared in a timely fashion and include data from all appropriate departments of the city.

~~(P)~~~~(O)~~ Using Existing Environmental Documents.

(1) Purpose. This section contains rules for using and supplementing existing environmental documents prepared under SEPA or the National Environmental Policy Act (NEPA) for the city's own environmental compliance.

~~(Q)~~~~(P)~~ SEPA and Agency Decisions.

(1) Purpose. This section contains rules and policies for SEPA's substantive authority, such as decisions to mitigate or reject proposals as a result of SEPA. This section also contains procedures for appealing SEPA determinations to agencies or the courts.

(2) Substantive Authority.

(a) The policies and goals set forth in this chapter are supplementary to those in the existing authorization of the city of Granite Falls.

(b) The city may attach conditions to a permit or approval for a proposal so long as:

- (i) Such conditions are necessary to mitigate specific probable adverse environmental impacts identified in environmental documents prepared pursuant to this chapter; and

- (ii) Such conditions are in writing; and
  - (iii) The mitigation measures included in such conditions are reasonable and capable of being accomplished; and
  - (iv) The city has considered whether other local, state, or federal mitigation measures applied to the proposal are sufficient to mitigate the identified impacts; and
  - (v) Such conditions are based on one or more policies in subsection (P)(2)(d) of this section and cited in the license or other decision document.
- (c) The city may deny a permit or approval for a proposal on the basis of SEPA so long as:
- (i) A finding is made that approving the proposal would result in probable significant adverse environmental impacts that are identified in an FEIS or final SEIS prepared pursuant to this chapter; and
  - (ii) A finding is made that there are no reasonable mitigation measures capable of being accomplished that are sufficient to mitigate the identified impact; and
  - (iii) The denial is based on one or more policies identified in subsection (P)(2)(d) of this section and identified in writing in the decision document.
- (d) The city shall use all practicable means, consistent with other essential considerations of state policy, to improve and coordinate plans, functions, programs, and resources to the end that the state and its citizens may:
- (i) Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;
  - (ii) Assure for all people of Washington safe, healthful, productive, and aesthetically and culturally pleasing surroundings;
  - (iii) Attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;
  - (iv) Preserve important historic, cultural, and natural aspects of our national heritage;
  - (v) Maintain, wherever possible, an environment which supports diversity and variety of individual choice;



(vi) Achieve balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities; and

(vii) Enhance the quality of a renewable resource and approach the maximum attainable recycling of depletable resources.

(e) The city recognizes that each person has a fundamental and inalienable right to a healthful environment and that each person has a responsibility to contribute to the preservation and enhancement of the environment.

(f) The city designates and adopts by reference all policies in the cited city codes, ordinances, resolutions and plans, and all amendments to them in effect prior to the date of a technically complete application of any building permit or preliminary plat, or prior to issuance of a DNS or DEIS for any other action.

### (3) Notice – Statute of Limitations.

(a) The city, applicant for, or proponent of an action may publish a notice of action pursuant to RCW 43.21C.080 for any action.

(b) The form of the notice shall be substantially in the form provided in WAC 197-11-990. The notice shall be published pursuant to RCW 43.21C.080.

### (4) SEPA Appeals.

(a) Purpose. It is the purpose of this chapter to combine environmental considerations with public decisions and, for this reason, any appeal brought under this chapter shall be linked to a specific governmental action. Appeals under this chapter are not intended to create a cause of action unrelated to a specific governmental action.

(b) Procedures. Any decision by a nonelected official conditioning or denying a proposal under authority of SEPA, may be appealed to the city's hearing examiner. The administrative appeal procedures provided by this section shall be construed consistently with Chapter 36.70B RCW, RCW 43.21.075, and WAC 197-11-680.

(c) Limited Actions. Appeals under the provisions of this section shall be limited solely to those actions and/or determinations listed below. No administrative appeals shall be allowed for other actions and/or determinations taken or made pursuant to this chapter (such as lead agency determination, scoping, draft EIS adequacy, etc.).

(i) "Procedural appeals" which shall consist of an appeal of the designated official's compliance with the provisions of SEPA, the SEPA rules, and this chapter with respect to the following:

A. Determination of non-significance;

B. Determination of significance;

C. Adoption or issuance of a final environmental impact statement;

(ii) “Substantive appeals” which shall consist of an appeal of an action or omission with respect to the conditioning or denying of a proposal under the substantive authority set forth in this section.

(d) Appeal of Nonelected Official Decision to City Council Eliminated. As provided for in RCW 43.21C.060, any appeal to the city council of any decision by a nonelected official conditioning or denying a proposal under the authority of SEPA, is hereby formally eliminated.

(5) Consolidation. Except as provided in subsection (P)(4) of this section, an appeal under this section shall consolidate any SEPA appeal with a hearing or appeal on the underlying governmental action in a single simultaneous hearing before the hearing examiner. The hearing or appeal shall be one at which the hearing examiner will consider either the agency’s decision or a recommendation on the proposed underlying governmental action. If no hearing or appeal on the underlying governmental action is otherwise provided, then no SEPA appeal is allowed under this section, except as allowed under subsection (P)(4) of this section.

(6) Exceptions to Consolidation. The following appeals of SEPA procedural or substantive determinations need not be consolidated with a hearing or appeal on the underlying governmental action:

(a) An appeal of a determination of significance;

(b) An appeal of a procedural determination made by the city when the city is a project proponent, or is funding a project, and chooses to conduct its review under this chapter, including any appeals of its procedural determinations, prior to submitting an application for project permit;

(c) An appeal of a procedural determination made by the city on a nonproject action.

(7) Written Notice. All procedural and substantive SEPA appeals provided under this section shall be initiated by filing a written notice of SEPA administrative appeal with the designated official, accompanied with the applicable appeal fee. No additional appellate fee shall be charged in conjunction with a hearing on the underlying permit or approval.

(a) The notice of appeal required by this section shall include, at a minimum:

(i) The name and address of the party or agency filing the appeal;

(ii) An identification of the specific proposal and specific SEPA actions, omissions, conditions or determinations for which appeal is sought;

(iii) A statement of the particular grounds or reasons for the appeal;

(b) The designated official shall arrange to conduct the SEPA appeal in conjunction with a hearing or appeal on the underlying permit or approval, where required to consolidate the SEPA appeal with a hearing on the underlying governmental action. Where consolidation is not required, the designated official shall schedule the hearing to be conducted within 90 days of the date of filing the notice of appeal, and payment of fee.

(8) SEPA Procedural Appeals. SEPA procedural appeals shall be initiated and conducted in the manner set forth below:

(a) An appeal to the issuance of a determination of non-significance (DNS), mitigated determination of non-significance (MDNS), may be filed by any agency or aggrieved person as follows:

(i) For proposals which may be approved by the designated official without public hearing, an appeal shall be filed within 10 calendar days following the last day of the comment period. Such SEPA appeal shall be heard in conjunction with the appeal of the underlying permit or approval, where such appeal is allowed; provided, that if no administrative appeal of the underlying permit or approval is otherwise provided for, and consolidation is not required by subsection (D) of this section, an appeal of the DNS/FEIS shall be heard and decided in an open record hearing by the hearings examiner. The decision of the hearing examiner on the SEPA procedural appeal shall be final and not subject to further administrative appeal.

(ii) For proposals which may only be approved by open record hearing or open record pre-decision hearing (recommendation) before the hearing examiner, an appeal shall be filed within 10 calendar days following the last day of the comment period, or where no comment period is required, then within 10 days following the date of issuance or adoption of the DNS/FEIS, and shall be heard and decided in open record hearing by the hearing examiner in conjunction with the decision or recommendation on the underlying proposal. The decision of the hearing examiner on the SEPA procedural appeal shall be final and not subject to further administrative appeal.

(b) An appeal to a determination of significance (DS) may be filed by the applicant within 10 days of the issuance of the DS/scoping notice. The appeal shall be heard in open record hearing and decided by a hearing examiner, whose decision shall be final and not subject to further administrative appeal.

(c) An appeal must be filed within 10 days of issuance of the final environmental impact statement (FEIS).

(d) The SEPA procedural determination of the designated official shall be entitled to substantial weight, and the appellant shall bear the burden to establish a violation of SEPA, the SEPA rules, or the provisions of this chapter.

(e) A SEPA procedural determination shall be deemed to be conclusively in compliance with SEPA, the SEPA rules, and the provisions of this chapter, unless a SEPA procedural appeal is filed in accordance with this section.

(9) SEPA Substantive Appeals. SEPA substantive appeals shall be initiated and conducted in the manner set forth below:

(a) For proposals subject to final administrative action, approval, or recommendation by a nonelected administrative official or tribunal for which no administrative appeal is otherwise provided, and for which consolidation is not required by subsection (P)(5) of this section, any agency or aggrieved person may file a substantive SEPA appeal within 10 days of the issuance of the administrative decision approving, conditioning, or denying the proposal on the basis of substantive SEPA authority. Such substantive SEPA appeal shall be heard and decided by the hearing examiner in an open record hearing, unless the proposal is a project permit which has been subject to a previous open record hearing, in which case the SEPA appeal hearing shall be a closed record hearing. The substantive SEPA appeal shall be heard in conjunction with any procedural SEPA appeal. The decision of the hearing examiner on the SEPA substantive appeal shall be final and not be subject to further administrative appeal.

(b) For all proposals subject to final administrative action, approval, or recommendation, by a nonelected administrative official, for which an administrative appeal or further approval hearing is otherwise provided or required, any agency or aggrieved person may file a substantive SEPA appeal within 10 days of the issuance of the administrative decision approving, conditioning, or denying the proposal on the basis of substantive SEPA authority; provided, that if the proposal is a project permit, a substantive SEPA appeal shall be filed within 10 days after issuance of the notice of decision. Any substantive SEPA appeal shall be conducted in the same manner and with the same process as otherwise provided for the appeal or approval hearing of the underlying administrative action.

(c) The SEPA substantive determination to condition or deny a proposal shall be deemed to be conclusively in compliance with SEPA, the SEPA rules, and the provisions of this chapter, unless a SEPA substantive appeal is filed in accordance with this section.

(10) How to Appeal. The appeal must be in the form of a written notice of appeal, and must contain a brief and concise statement of the matter being appealed, the specific components or aspects that are being appealed, the appellant's basic rationale or contentions on appeal, and a statement demonstrating standing to appeal. The appeal may also contain whatever supplemental information the appellant wishes to include. The appeal shall also contain the following:

(a) The name and mailing address of the appellant and the name and address of his/her representative, if any;

- (b) The appellant's legal residence or principal place of business;
- (c) A copy of the decision which is appealed;
- (d) The grounds upon which the appellant relies;
- (e) A concise statement of the factual and legal reasons for the appeal;
- (f) The specific nature and intent of the relief sought;
- (g) A statement that the appellant has read the appeal and believes the contents to be true, followed by his/her signature and the signature of his/her representative, if any. If the appealing party is unavailable to sign the appeal, it may be signed by his/her representative.

(11) Fees. The person filing the appeal shall include with the letter of appeal the fee as established by resolution.

(12) Procedures for Appeal Hearing.

(a) Notice of the Appeal Hearing.

(i) Content. The designated official shall prepare a notice of the appeal containing the following:

- A. The file number and a brief written description of the matter being appealed.
- B. A statement of the scope of the appeal including a summary of the specific factual findings and conclusions disputed in the letter of appeal.
- C. The time and place of the public hearing on the appeal.
- D. A statement of who may participate in the appeal.
- E. A statement of how to participate in the appeal.

(ii) Distribution. At least 15 calendar days before the hearing on the appeal, the designated official shall send a copy of this notice to each person who received a copy of the threshold determination and any person who submitted written comments on, or an appeal of, the threshold determination.

(iii) Notice of Appeal. The notice of appeal may be combined with the hearing notice for the underlying project permit, if applicable.

(13) Participation in the Appeal. Only those persons with legal standing are entitled to appeal the threshold determination and may participate in the appeal. Participation includes the following:

- (a) By submitting written testimony to the designated official in the time line established.
- (b) By appearing in person, or through a representative, at the hearing and submitting oral or written testimony directly to the hearing body. The hearing body may reasonably limit the extent of the oral testimony to facilitate the orderly and timely conduct of the hearing.

(14) Staff Report on the Appeal.

(a) Content. The designated official shall prepare a staff report containing the following:

- (i) The SEPA threshold determination.
- (ii) All written comments submitted to the designated official.
- (iii) The letter of appeal.
- (iv) All written comments on the appeal received by the designated official from persons entitled to participate in the appeal and within the scope of the appeal.
- (v) An analysis of the specific factual findings and conclusions disputed in the letter of appeal.

(b) Combining of Reports. This report may be combined with the staff report on the underlying project permit, if applicable.

(c) Distribution. Distribution will take place at least seven calendar days before the hearing; the designated official shall distribute copies of the staff report as follows:

- (i) A copy will be sent to the hearing examiner hearing the appeal as specified.
- (ii) A copy will be sent to the applicant.
- (iii) A copy will be sent to the person who filed the appeal.

(15) Continuation of the Hearing. The hearing examiner may continue the hearing if, for any reason, it is unable to hear all of the public comments on the appeal or if it determines that it needs more information within the scope of the appeal. If, during the hearing, the hearing examiner announces the time and place of the next hearing on the matter, no further notice of that hearing need be given, beyond that required by the Open Public Meeting Act.

(16) Decision on the Appeal.

(a) General. The hearing examiner shall consider all information and material within the scope of the appeal submitted by persons entitled to participate in the appeal. The hearing examiner shall either affirm or change the findings and conclusions of the designated official that were appealed. Based on the hearing examiner's findings and conclusions, it shall either:

- (i) Affirm the decision being appealed; or
- (ii) Reverse the decision being appealed; or
- (iii) Modify the decision being appealed.

(b) Issuance of Written Decision. Within 10 working days after the public hearing, the hearing examiner shall issue a written decision on the appeal. Within four calendar days after the decision is issued, the hearing body shall distribute the decision as follows:

- (i) A copy will be mailed to the applicant.
- (ii) A copy will be mailed to the person who filed the appeal.
- (iii) A copy will be mailed to all other persons of record or agencies who participated in the appeal.

(17) Additional Appeal Procedures.

- (a) The matters to be considered and decided upon in the appeal are limited to the matters raised in the notice of appeal.
- (b) The decision of the designated official shall be accorded substantial weight.
- (c) All testimony will be taken under oath.
- (d) The decision of the hearing examiner hearing the appeal shall be the final decision on any appeal of a threshold determination including a mitigated determination of non-significance.

(18) Dismissal of Appeal. The hearing examiner may summarily dismiss an appeal without hearing when such an appeal is determined by the hearing examiner to be without merit on its face, frivolous, or brought merely to secure a delay, or that the appellant lacks legal standing to appeal.

(19) Effect of Appeal. The filing of an appeal of a threshold determination or adequacy of a final environmental impact statement (FEIS) shall stay the effect of such determination or adequacy of the FEIS and no major action in regard to a proposal may be taken during

the pendency of an appeal and until the appeal is finally disposed of by the hearing examiner. A decision to reverse the determination of the designated official and uphold the appeal shall further stay any decision, proceedings, or actions in regard to approval.

(20) Withdrawal of Appeal. An appeal may be withdrawn, only by the appellant, by written request filed with the city clerk who shall inform the hearing examiner of the withdrawal request. If the withdrawal is requested before the response of the designated official, or before serving notice of the appeal, such request shall be permitted and the appeal shall be dismissed without prejudice by the hearing examiner, and the filing fee shall be refunded.

(21) Standard of Review. The hearing examiner may affirm the decision of the designated official or the adequacy of the environmental impact statement, or remand the case for further information; or the hearing examiner may reverse the decision if the administrative findings, inferences, conclusions, or decisions are:

- (a) In violation of constitutional provisions as applied; or
- (b) The decision is outside the statutory authority or jurisdiction of the city; or
- (c) The designated official has engaged in unlawful procedure or decision-making process, or has failed to follow a prescribed procedure; or
- (d) In regard to challenges to the appropriateness of the issuance of a DNS clearly erroneous in view of the public policy of the Act (SEPA); or
- (e) In regard to challenges to the adequacy of an EIS shown to be inadequate employing the “rule of reason.”

(22) Evidence – Burden of Proof. In each particular proceeding, the appellant shall have the burden of proof, and the determination of the designated official shall be presumed prima facie correct and shall be afforded substantial weight. Appeals shall be limited to the records of the designated official.

(23) Judicial Appeal.

- (a) Any available administrative appeal provided under this section must be utilized by an agency or aggrieved person prior to initiating judicial review of any SEPA action, omission, or determination made or taken under this chapter.
- (b) A judicial appeal of any SEPA action, omission, or determination made or taken under this chapter must be filed within the time limitations established by any statute or ordinance for appeal of the underlying governmental action.
- (c) The city shall give official notice of the date and place for commencing a judicial appeal, in accordance with WAC 197-11-680(5), where there is a statute or ordinance establishing a time limit for commencing judicial appeal.



~~(R)(Q)~~ Agency Compliance.

(1) Purpose. This section contains rules for agency compliance with SEPA, including rules for charging fees under the SEPA process, designating categorical exemptions that do not apply within critical areas, listing agencies with environmental expertise, selecting the lead agency, and applying these rules to current agency activities.

(2) Fees. The city shall require the following fees for its activities in accordance with the provisions of this UDC:

(a) Threshold Determination. For every environmental checklist the city will review when it is lead agency, the city shall collect a fee as required by the city fee resolution from the proponent of the proposal prior to undertaking the threshold determination. The time periods provided by this chapter for making a threshold determination shall not begin to run until payment of the fee.

(b) Environmental Impact Statement.

(i) When the city is the lead agency for a proposal requiring an EIS and the designated official determines that the EIS shall be prepared by employees of the city, the city may charge and collect a reasonable fee as required by the city fee resolution from any applicant to cover costs incurred by the city in preparing the EIS. The designated official shall advise the applicant(s) of the projected costs for the EIS prior to actual preparation; the applicant shall post bond or otherwise ensure payment of such costs.

(ii) The designated official may determine that the city will contract directly with a consultant for preparation of an EIS, or a portion of the EIS, for activities initiated by some persons or entity other than the city and may bill such costs and expenses directly to the applicant. The city may require the applicant to post bond or otherwise ensure payment of such costs. Such consultants shall be selected by of the city after a call for proposals.

(iii) If a proposal is modified so that an EIS is no longer required, the designated official shall refund any fees collected under subsection (Q)(2) of this section which remain after incurred costs are paid.

(c) Cost of Notice. The city may collect from the applicant the cost of meeting the public notice requirements of this chapter relating to the applicant's proposal.

(d) Performance Fee. The city shall not collect a fee for performing its duties as a consulted agency.

(e) Copies. The city may charge any person for copies of any document prepared under this chapter, and for mailing the document, in a manner provided by Chapter 42.17 RCW.

## EXHIBIT X

### Comprehensive Plan Future Land Use Map & Zoning Map Designations Matrix

Map No.	Parcel No.	Location	Existing Land Use Designation & Zoning	Proposed Land Use Designation & Zoning	Reasoning
1.	00601200200400	209 S. Granite Ave.	Central Business District & CBD	Public/Institutional & P/I	City owned property
2.	00601200201100	212 Wabash Ave.	Central Business District & CBD	Public/Institutional & P/I	City owned property
3.	30071800201000	Abutting & west of 10716 Mtn. Loop Hwy.	Residential 7,200 & N/A – outside current city limits	Public/Institutional & N/A - outside current city limits	City owned property
4.	30061300401600	200 Portage Ave.	Residential 7,200 & R-7200	Public/Institutional & P/I	City owned property
5.	30061300206200	Abutting & north of 18107 Crooked Mile Rd.	Residential 7,200 & R-7200	Open Space & O/S	City owned green belt
6.	30061300406000	Abutting & south of 602 W. Stanley St.	General Commercial & GC	Public Right of Way (ROW)	City owned ROW
7.	N/A	ROW west & south of 608 W. Stanley St.	General Commercial & GC	Public Right of Way (ROW)	City owned ROW
8.	00948000099800	Abutting & east of 505 Hemming Way (00933500005600)	Residential 7,200 & R-7200	Public/Institutional & P/I	City owned stormwater pond
9.	00933500099900	Abutting & south of 604 Pine Ln.	Residential 7,200 & R-7200	Public/Institutional & P/I	City owned property
10.	00933500003000	604 Pine Ln.	Residential 7,200 & R-7200	Public/Institutional & P/I	City owned property
11.	01034600099800	Abutting & west of 720 – 814 Darwin Way	Residential 7,200 & R-7200	Open Space & O/S	City owned dedicated open space
12.	01034600099700	Abutting & west of 10222 Mtn. Loop Hwy.	Residential 7,200 & R-7200	Public/Institutional & P/I	City owned stormwater pond
13.	30061300200900	Remnant parcel south of Quarry Rd. & north of high school football field @ 1201 100 <sup>th</sup> St.	Residential 7,200 & R-7200	Public/Institutional & P/I	School District owned property
14.	00844600099800	Abutting & south of 504 Pine Court	Residential 7,200 & R-7200	Open Space & O/S	Privately owned open space/water retention tract

15.	00798100099900 00844600099800	Contiguous tracts west & south of Hemming Way, north - northwest of Pilchuck St., & east of Jordan Rd.	Residential 7,200 & R-7200	Open Space & O/S	Contiguous privately owned dedicated open space, recreation & water retention tracts
16.	N/A	Contiguous tracts north of Hemming Way, east of Popular Lane, & south of Quarry Rd. abutting & north of 505 Hemming Way (00933500005600)	Residential 7,200 & R-7200	Open Space & O/S	Contiguous privately owned dedicated open space & water retention tracts
17.	N/A	Stormwater pond abutting & north of 10515 Jordan Rd.	Public Right of Way (ROW)	Public/Institutional & P/I	County owned stormwater pond
18.	N/A	Stormwater pond northeast of the W. Stanley Street - Quarry Road intersection (roundabout)	Public Right of Way (ROW)	Public/Institutional & P/I	WSDOT owned stormwater pond
19.	N/A	Sound barrier berm abutting & west of high school campus @ 1201 100 <sup>th</sup> St.	Public Right of Way (ROW)	Open Space & O/S	WSDOT sound barrier berm & green belt
20.	00833900099700	Abutting & southerly of 102-214 Noble Way	Residential 7,200 & R-7200	Open Space & O/S	Privately owned dedicated open space (wetlands)
21.	0158600099600	Abutting & south of 905 Hughes Lane	Residential 7,200 & R-7200	Open Space & O/S	Privately owned water retention tract
22.	01058600099500	Abutting & south of 912-1106 Hughes Lane	Residential 7,200 & R-7200	Open Space & O/S	Privately owned open space/water retention tract
23.	00782000099900	Abutting & west of 219-223 Belmark Avenue	Residential 7,200 & R-7200	Open Space & O/S	Privately owned open space/water retention tract

