



CITY OF SNOHOMISH

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SITE DEVELOPMENT PLAN DECISION

FROM THE OFFICE OF THE PLANNING & DEVELOPMENT SERVICES DIRECTOR
FOR THE CITY OF SNOHOMISH

In the Matter of the Application of)
Cedar Urban Townhomes) FINDINGS, CONCLUSIONS AND DECISION
For Approval of a Site Development Plan)

Project File Number: SDP20-0006

PROPONENT

L'Enterprise LLC
6065 NE 126th Pl | Kirkland, WA 98034
(206) 909-4277

CONTACT:

CG Engineering
250 4th Ave S, Suite 200 | Edmonds, WA 98020
(425) 778-8500

Location: 225 Cedar Avenue (Parcel No. 00444000201000)

Land Use Designation: Pilchuck District, Center

Application Complete: August 10, 2020

A. SUMMARY OF DECISION

The application is for a Site Development Plan (a Type 3 permit) to allow construction of a four-unit, multi-family development within two separate townhouse buildings. The proposed project includes associated parking, site and frontage improvements, utilities, landscaping, and open space areas. The Planning & Development Services Director is the decision-making authority for Type 3 permits. The Site Development Plan is **APPROVED**, subject to conditions.

B. SUMMARY OF RECORD

Request:

CG Engineering, on behalf of L'Enterprise LLC (Applicant), requested approval of a Site Development Plan (SDP) to construct two new buildings for residential use with associated parking and site improvements. A two-unit townhouse building is proposed on the west side of the site with frontage on Cedar Avenue (Units 1 and 2) and a second two-unit townhouse building is proposed on the east side in the rear of the site (Units 3 and 4). The property is located in the Pilchuck District Center zone. The proposal included requests for determination of equivalence pursuant to the provisions of SMC 14.212.170.

Exhibits:

This decision was based on review of the following records:

Exhibit #	Record Name/Description	Date
1	Application forms: SDP and Land Use; legal description	7/13/2020, 1/19/2021
2	Applicant Narrative Description of Proposal	7/13/2020
3	Subdivision Guarantee, Chicago Title Insurance Company	7/13/2020
4	Declaration of Adjacent Property Owners List with map	7/23/2020
5	Topographic Survey	7/13/2020
6	Determination of Equivalence Requests	7/13/2020, 11/19/2020
7	Site Plan and Preliminary Drawings - Front	1/29/2021
8	Site Plan and Preliminary Drawings - Rear	1/29/2021
9	Preliminary Civil Plans	3/5/2021
10	Landscape Plans	11/19/2020
11	Drainage Report, CG Engineering	1/29/2021
12	Draft Declaration of Covenant and Grant of Easement	1/29/2021
13	Stormwater Infiltration Evaluation – 2 nd Revision, Nelson Geotechnical Associates Inc.	11/19/2020
14	Wetland and Stream Reconnaissance, Altmann Oliver Associates, LLC	7/13/2020
15	Email from Carmel Gregory RE Traffic Impact Analysis	7/10/2020
16	Flow Test Summary	11/19/2020
17	Determinations of Equivalence	8/7/2020, 12/14/2020
18	Determination of Complete Application Letter	8/10/2020
19	Notice of Application, including declarations of posting and distribution, mailing labels, and Everett Daily Herald documentation of publication	8/24/2020
20	Comment from Washington State Department of Transportation	8/26/2020
21	Comment from Snohomish School District #201	9/1/2020
22	Comment from Snohomish County PUD No. 1	11/6/2020
23	Design Review Analysis	12/16/2020
24	Determination of Concurrency	3/16/2020
25	Review memorandum from Sharon Pettit, Building Official	12/17/2020
26	Review memorandum from Sukhpreet Dhaliwal, Project Engineer	3/16/2020

General Property Information (existing conditions):

Property Information	
The site is a 0.18-acre parcel addressed as 225 Cedar Avenue in Snohomish, WA (Snohomish County Assessor's tax parcel 00444000201000) located in the northwest quarter of Section 18, Township 28 North, Range 06 East, WM.	
Site Photo (facing east from Cedar Ave)	Aerial Image
	
Existing Land Use	
Subject Site	Vacant
Property to North	Residential
Property to South	Residential
Property to East	Municipal (Police station)
Property to West	Residential (across Cedar Ave)
Comprehensive Plan and Zoning Map Designation	
Subject Site	Pilchuck District, Center
Property to North	Pilchuck District, Center
Property to South	Pilchuck District, Center
Property to East	Pilchuck District, Center
Property to West	Mixed Use (across Cedar Ave)
Existing Vegetation	
The site is vacant with maintained lawn.	
Existing Topography	
The site is flat (Exhibit 5).	
Critical areas	
The site contains no critical areas (Exhibit 14).	

C. FINDINGS OF FACT & ANALYSIS

Based on the records above, the adopted ordinances of the City of Snohomish, and other information on file with the City, the Planning & Development Services Director enters the following Findings and Conclusions.

1. Requested action and project description
The proposed action is approval of a Site Development Plan (SDP) to allow a four-unit multi-family residential development within two separate buildings. Two units will be attached townhomes facing Cedar Avenue with vehicular access through the site; the other two units

<p>will be on the east side, accessed through the site. Parking will be within individual garages. The proposed project includes site and frontage improvements, utilities, landscaping, and open space areas.</p>
<p>2. Public Notice and Comment</p>
<p>The application was determined to be complete on August 10, 2020, and is vested to development regulations in effect at that time. Notice of the application was issued in accordance with City codes on August 24, 2020, by posting the site, publication in the Everett Daily Herald, and mailing to owners of property within 300 feet of the site boundaries. (Exhibits 18 and 19).</p> <p>Three agency responses were received. WSDOT had no comment; the Snohomish School District stated no improvements were needed to accommodate students walking to school, and the PUD noted enough electric system capacity is available to serve the development, however facilities may require upgrading, relocations, or modifications at the developer's expense (Exhibits 20, 21, 22).</p>
<p>3. SEPA Review</p>
<p>The City Planning Director, acting as the City SEPA Responsible Official, determined the application is categorically exempt from SEPA review as minor new construction pursuant to WAC 197-11-800 and SMC 14.90.045.</p>
<p>4. Design Review</p>
<p>The proposal is subject to administrative design review under SMC 14.212.820. The applicable design standards are contained in the adopted Pilchuck District Design Standards. The building design as well as the site layout and design were reviewed for consistency with applicable design standards. A determination of equivalence was requested and approved from SMC 14.212.860C, which requires a minimum 20-foot width for townhouse units. With conditions, the proposal is consistent with adopted standards. (Exhibits 6-8, 10, 17, 23)</p>
<p>5. Utilities</p>
<p>5.1 Adequate water service is available to serve the site from the existing 8-inch main in Cedar Avenue. The units will have individual water meters (one existing and three new) and a four-inch fire line will extend from the main to serve Units 3 and 4. A new fire hydrant will be installed on Cedar Avenue along the property frontage. (Exhibits 9, 26)</p>
<p>5.2 Adequate sewer capacity is available in the area to provide sanitary sewer service to the site. Four new 6-inch side sewers will connect to the sanitary sewer main in Cedar Avenue. (Exhibit 9, 26)</p>
<p>5.3 Stormwater improvements and erosion control measures must meet the minimum requirements of the 2012 Department of Ecology Stormwater Manual for Western Washington (DOE Manual). Runoff from the roof and parking areas will be conveyed to a gravel trench located in the drive aisle in front of Units 3 and 4, with an overflow connected to a new 12-inch storm main in Cedar Avenue. The new main and associated storm structures will be constructed along the property frontage, extending to an existing brick storm manhole at the Cedar Avenue/Third Street intersection. A covenant and easement will ensure continued maintenance and operation of the on-site stormwater facility by future residents, and will grant the City access for inspection purposes. The City Engineer has approved the stormwater proposal with conditions related to the off-site improvements. (Exhibits 9, 11-13, 26)</p>
<p>6. Access, Frontage Improvements, Traffic Impacts, Transportation</p>
<p>6.1 One access point on Cedar Avenue is proposed to serve the site. The proposed driveway width is 20 feet and extends to the garages on the east side of the site. Vehicles have adequate maneuvering area to avoid backing into the street. (Exhibits 7-9, 26)</p>

<p>6.2 The site is located on a segment of Cedar Avenue between Second and Third Streets, designated a Street Type B (Access Street) per SMC 14.212.300. A 15-foot sidewalk with tree grates, curb, and gutter are proposed. The City Engineer concurs that the proposed frontage improvements are consistent with the City Engineering Design Standards. (Exhibits 9, 26)</p>	
<p>6.3 Traffic impact fees of \$1,603 per new PM peak hour trip generated by the proposal are required to mitigate city-wide transportation system impacts for new development. The applicant deferred to the Institute of Transportation Engineer's Trip Generation Manual to determine trip generation. The determination as confirmed by City Engineering staff is that an additional 2.24 PM peak hour trips will be generated by the development. The City Engineer has determined that with payment of the traffic impact fee, concurrency requirements of SMC 14.295.100 will be met and the level of service will not decline below adopted standards for any transportation facility. (Exhibits 15, 24, 26)</p>	
<p>6.4 Community Transit Routes 270, 271, and 424 provide transit service adjacent to the project site. Bus stop 1628 is located at the intersection of Second Street and Maple Avenue, within 500 feet of the site, according to Community Transit data.</p>	
<p>7. Consistency with Comprehensive Plan</p>	
<p>The City of Snohomish Comprehensive Plan designation of the subject property is Pilchuck District. Staff has determined that the proposal complies with all relevant Comprehensive Plan goals and policies. Comprehensive Plan goals and policies with particular relevance to the proposal are included as Attachment A.</p>	
<p>8. Consistency with Snohomish Municipal Code (SMC)</p>	
<p>Applications for Site Development Plans are subject to the specific criteria of SMC 14.65.020A, in addition to development regulations of Title 14.</p>	
<p>Criteria</p>	<p>Analysis</p>
<p>8.1 SMC 14.65.020A <i>1. Adequate streets, sidewalks, transit stops, open spaces, parks, schools, water, sewer, and stormwater facilities shall be available to the proposed development.</i></p>	<p>Adequate infrastructure is available to serve the development. The City Engineer has determined that the proposed frontage improvements are consistent with Engineering Standards. The development will be served by existing Community Transit facilities. The site will be served by City water and sewer services. Stormwater facilities will be provided in accordance with Department of Ecology standards, as adopted by the City of Snohomish. (Exhibits 7-13, 26)</p>
<p><i>2. The design and appearance of the structure shall be compatible with applicable design standards and guidelines.</i></p>	<p>The design and appearance of the new structures were reviewed for consistency with applicable design standards. With conditions, applicable standards are met. (Exhibits 7, 8, 23)</p>
<p><i>3. The development shall be consistent with the Comprehensive Plan.</i></p>	<p>Multi-family residential developments are consistent with the Comprehensive Plan designation for the site.</p>
<p><i>4. The development shall mitigate any significant adverse environmental impacts.</i></p>	<p>The proposal falls below the threshold for minor new construction and therefore no significant adverse impacts are anticipated.</p>

<p>5. <i>Concurrency requirements shall be complied with.</i></p>	<p>The City Engineer has determined the proposal will comply with concurrency requirements, and level of service for intersections will not be reduced below adopted levels as a result of the proposed development. (Exhibits 24, 26)</p>
<p>6. <i>The development shall be consistent with the health, safety, and general welfare.</i></p>	<p>The Building Official has reviewed the proposal and determined that with a condition requiring a geotechnical report at construction review which was subsequently submitted, the project will protect the health, safety, and general welfare of the community. (Exhibit 25)</p>
<p>Criteria</p>	<p>Analysis</p>
<p>8.2 SMC 14.212.200, General Requirements for Development</p>	<p>Allowed uses are subject to the listings of Table IV-1. Multi-family residential uses are allowed in the Center zone.</p>
<p>8.3 SMC 14.212.320, Public Frontage Construction</p>	<p>For properties with less than 100 lineal feet of frontage, public frontage improvements are required from the existing curb to the frontage line. The project will construct a 15-foot sidewalk and tree grates from the frontage line to the curb. (Exhibit 9, sheet 8)</p>
<p>8.4 SMC 14.212.550A, Building Disposition and Configuration</p>	<p>The code requires buildings to be oriented to adjacent streets. Primary entrances to Building 1 on the west side face the street with direct pedestrian access to the sidewalk. The rear units also face the street. (Exhibits 7, 8, 23)</p>
<p>8.5 SMC 14.212.550C, Building Disposition and Configuration</p>	<p>The code requires architectural walls to be installed along any remaining street frontage where building façades do not extend along the entire frontage line in the Center zone. The proposed building does not extend the entire length of property frontage; a 2-foot side setback is proposed on the north, and a 20-foot driveway is proposed on the south. The north setback is proposed for building maintenance and will be screened with landscaping. The south drive aisle is required for vehicle and fire access. As the openings are intended for vehicle and pedestrian access, no wall is required. (Exhibits 10, 23)</p>
<p>8.6 SMC 14.212.550E, Building Disposition and Configuration</p>	<p>The code requires one principal building at the frontage and one outbuilding to the rear on each lot. As proposed, the project constitutes two principal buildings. A determination of equivalence was requested pursuant to SMC 14.212.170 and was granted for this site, allowing two separate townhouse buildings. (Exhibits 6, 17)</p>

<p>8.7 SMC 14.212.550D and F, Dimensional, Private Frontage Requirements, Table V-3</p> <p>Minimum Height 2 stories Max Height 3 stories (without TDR) Ground floor ceiling 12 feet clear Upper floor ceiling 8 foot clear Front setback 0-10 feet Secondary setback 0-10 feet Side setback 0 feet Rear setback 0 feet Frontage coverage 80% minimum Building length 150 foot maximum Impervious surface 90% maximum</p>	<p>The proposal meets the dimensional and private frontage requirements of Table V-3, as discussed in more detail below. (Exhibits 7, 8, 23)</p> <p>3 stories proposed 3 stories proposed; no TDR is required 12 feet proposed 9 feet (second floor) and 8 feet (third floor) 10 feet proposed N/A 2 feet proposed 17 feet proposed 62% proposed (discussed below) 37 feet proposed 75% proposed</p> <p>A determination of equivalence was requested from the 80% frontage coverage requirement. The Planning Director determined this standard does not apply, as it cannot be achieved due to fire access requirements. (Exhibits 6, 17)</p>
<p>8.8 Chapter 14.235 SMC, Off-Street Parking, Loading, and Access Requirements</p>	<p>SMC 14.212.610A defers to the regulations of Chapter 14.235 for calculating off-street parking for residential uses in the Pilchuck District.</p> <p>Two parking spaces are required per unit for dwellings containing two or more bedrooms. The residential units—all containing at least two bedrooms—require a total of eight parking spaces.</p> <p>The proposal will provide eight spaces within garages on the ground floor. (Exhibits 7, 8)</p>
<p>8.9 SMC 14.212.630, Bicycle Parking Standards</p>	<p>Bicycle parking is required for all multi-family development in the Pilchuck District. One securable, enclosed storage space is required per dwelling. Bicycle storage is proposed within the garage for each unit. (Exhibits 7, 8)</p>
<p>8.10 SMC 14.212.610, Parking Access, Screening, Lighting, Location</p>	<p>The code requires parking to be located behind or beneath the building in the Center zone. Access is minimized to one two-lane, or two one-lane curb cuts for each development. In the Center zone, a pedestrian access is required from the parking lot to a frontage line. Driveways are required to be set back 5 feet from adjacent properties. A decorative wall is required to screen parking lots from the principal frontage, and a wall, fence, or evergreen hedge is required to screen adjacent properties.</p> <p>The proposed parking lot is behind the building, with one curb cut for access. Pedestrian access to Units 1 and 2 is directly from the sidewalk. A</p>

	<p>determination of equivalence was requested and approved for the pedestrian walkway for Units 3 and 4, which is proposed along the south property line. A condition of the determination of equivalence requires the walkway to be visually demarcated. The pedestrian walkway serves as a five-foot setback from the adjacent property for the driveway. A decorative wall is not required. The parking is structured and does not require screening. No site lighting is proposed, apart from building lights. (Exhibits 6-10, 17, 23)</p>
<p>8.11 SMC 14.212.700, Landscape and Open Space Standards</p>	<p>Areas in excess of the impervious surface limit are required to be landscaped (10%, or 769 square feet). Approximately 1,700 square feet of landscaping is proposed.</p> <p>SMC 14.212.700E contains provisions specific to the Center zone. It requires shared open space measuring 50% of the required pervious area (5% of the site area = 384.5 square feet), or 3% of the residential square footage (235 square feet), whichever is greater. All site landscaping (1,700 square feet) appears to be shared; a designated open space area measuring 384 square feet is proposed in the northeast portion of the site, and includes passive activities and seating areas. (Exhibits 7, 8, 10, 23)</p>

D. CONCLUSIONS

Jurisdiction		
Pursuant to SMC 14.20.020, the City Planning & Development Services Director is the decision-making authority for Site Development Plan applications (Type 3 Permit).		
Conclusions Based on Findings		
#	Conclusion	Finding Reference
1.	Adequate infrastructure is available to serve the development. Adequate parking and vehicle circulation is provided. The development is served by existing Community Transit facilities. The development will be served by water and sewer infrastructure. Stormwater facilities will be provided in accordance with Department of Ecology standards, as adopted by the City of Snohomish.	5.1-5.3, 6.1-6.4
2.	With conditions, the design and appearance of the structures are determined to be consistent with applicable design standards and guidelines.	4, 8.1
3.	Landscaping and natural open space is incorporated into the development.	8.7, 8.11
4.	The development will be consistent with the Comprehensive Plan. The project will be consistent with all applicable Design Standards and Guidelines. Utilities will be provided with adequate capacity to serve the proposed development. The proposal does not cause levels of service for City services to drop below the adopted standards. The site meets the applicable dimensional standards.	4, 5.1-5.3, 6.2, 6.3, 7, 8.4-8.7
5.	The development will not create significant adverse environmental impacts. The City reviewed the project under SEPA and determined that potential adverse environmental impacts would be appropriately mitigated through enforcement of applicable regulations of the Municipal Code and imposition of the conditions of approval.	3, 8.1
6.	With conditions of approval, the development will comply with the City's concurrency requirements. The traffic impacts of the development on City intersections will be mitigated concurrent with the development.	6.3, 8.1
7.	With conditions of approval, the development will protect the public's health, safety, and general welfare. Public frontage improvements are proposed. Adequate on-site parking and bicycle parking is provided. Adequate pedestrian facilities are provided. The site will be landscaped. Conformance to recommendations of professional studies will ensure that the project addresses stormwater management as required and soil stability for walls and other structures. Consistency with the design standards will ensure that the development is compatible with the community context. The development must comply with applicable land use, environmental, and building regulations, as well as the City of Snohomish Public Works Department Design and Construction Standards. The engineering standards will ensure all improvements and infrastructure are designed and constructed in an appropriate manner. Compliance with the International Building Code and the City's engineering standards will ensure the drainage systems and structures are structurally sound.	4, 6.1, 6.2, 8.1, 8.3, 8.4, 8.5, 8.8-8.11

E. DECISION

Based on the preceding Findings and Conclusions, the application for a Site Development Plan to allow construction of two new buildings for residential use with associated parking and site improvements is **APPROVED**, subject to the following conditions:

1. Traffic impact mitigation fees shall be remitted prior to issuance of a building permit for the generation of 2.24 P.M. Peak Hour Trips. The rate charged shall be the rate in place at the time of building permit issuance. The current rate is \$1,603.00 per P.M. Peak Hour Trip for a total fee of \$3,590.72. However, the total fee may change if the rate changes before a building permit is issued for this project.
2. A new 12-inch storm main and associated storm structures shall be constructed along the property frontage to an existing storm brick manhole in the Cedar Avenue/Third Street intersection to convey stormwater from the overflow of the proposed project's infiltration trench.
3. If the existing curb ramp or sidewalk at the southeast corner of the Third Street/Cedar Avenue intersection are damaged during the construction and installation of the new storm main and type 1 catch basin, the applicant shall be responsible to replace them to applicable City/State standards.
4. If the existing storm brick manhole in the Third Street/Cedar Avenue intersection is structurally compromised during the construction and installation of the storm main, the applicant shall be responsible to replace it with a type II CB.
5. Prior to certificate of occupancy for the first building, the declaration of covenant and grant of easement for surface water improvements shall be recorded with the Snohomish County Auditor.
6. The pedestrian walkway leading to Units 3 and 4 shall be visually demarcated from the vehicular surface.
7. The building plans shall incorporate the following design review conditions:
 - a) Residential windows shall be inset from the vertical plane of the exterior wall and shall include sills.
 - b) Mechanical equipment shall be screened from the street.
 - c) Side façades shall be provided with elements of architectural interest, including windows, corbels, knee braces, or similar, unless prohibited by fire codes, as approved by the City. No blank walls unless prohibited by fire code.
 - d) Window and door trim shall be consistent on all façades.
 - e) Each dwelling unit pedestrian entry area shall have a sconce or similar light fixture.
8. The development shall comply with the Snohomish County Inadvertent Discovery Plan for cultural resources.
9. All development shall be consistent with the project narrative, plans, and recommendations of the professional studies and reports submitted with the application, as approved the City, including but not limited to the geotechnical and stormwater drainage reports.

DECIDED this 18th day of March, 2021



Glen Pickus, AICP
Planning & Development Services Director

F. EXPIRATION

This land use approval is issued in accordance with the permit validity limitations of SMC 14.20.120. The work authorized by this permit shall be commenced and substantial progress completed within two years of the date of this decision. Construction shall be completed within five years of the date of this decision.

G. APPEALS

This decision is made pursuant to the authority granted to the Planning & Development Services Director in accordance with SMC 14.20.020D. A City department, other party of record, or agency with jurisdiction may appeal the Planning & Development Services Director's decision to the City Hearing Examiner following the procedures contained in Chapter 14.20 SMC. If no timely appeal is filed, then the Planning & Development Services Director's decision shall be final. Appeals shall be filed with the City Clerk within 14 days from the date of this decision. Appeals may be filed between the hours of 8:00 a.m. and 4:00 p.m. Monday through Thursday, excluding holidays, at City Hall, 116 Union Avenue. Appeals shall include a filing fee of \$500 (five hundred dollars).

Appendix A

Comprehensive Plan Applicable Goals and Policies

- LU 2.5: Design standards.** Continue to improve and apply the adopted design standards to preserve the character of the City and its districts.
- LU 12: Establish and maintain a distinctive, desirable, vital, and walkable, mixed-use neighborhood in the Pilchuck District.**
- PD 13.1: Sidewalk width.** Adjacent to commercial and higher-density multi-family uses, sidewalks should be wide to provide a dynamic and flexible public space. In all cases, pedestrian comfort should be paramount in sidewalk design.
- PD 13.3: Pedestrian features.** Buildings adjacent to public sidewalks should relate to the street and incorporate features of pedestrian interest and, where appropriate, weather protection.
- PD 13.4: Continuous streetscape.** New development shall support a continuous built streetscape, where feasible. Parking areas between the building and the sidewalk or visible from the sidewalk should be avoided. The preferred location for parking is behind or beneath buildings.
- PD 13.5: Access points.** Vehicle access points from the street should be minimized to avoid conflict with pedestrians and to maintain a constant sidewalk grade. Where feasible, parking access should be from alleys or consolidated for multiple sites.
- PD 14.2: Open spaces.** Encourage private and quasi-public open spaces such as alcoves, plazas, patios, trails, landscaped areas, and other pedestrian use areas to be included in residential and commercial development.
- PD 14.3: Private outdoor spaces.** Encourage mixed-use and residential buildings to provide an easily accessible gathering space for building occupants and their guests. Examples include an upper level or rooftop patio area or an at-grade courtyard.
- PD 15.4: Quality development.** In order to promote advancement of ascending property values in the Pilchuck District, promote development that exhibits professional design expertise, durable building materials, and integrated architectural detailing.
- PD 16.2: Discourage low-intensity uses.** Except in areas identified for single-family dwellings and townhomes, discourage inefficient use of land through low-rise, low-density residential development.
- PD 20.2: Reinforce character.** New development shall be required to incorporate materials, features, and architectural relationships that reinforce the City's character.
- PD 20.3: Public realm.** Development should foster an active, pedestrian-oriented streetscape through ground-floor design that allows interaction between building and sidewalk.
- PD 23.1: Orient to sidewalks.** Buildings and building entries should orient to adjacent public sidewalks.
- HO 3.3: New development.** New development should enhance and be compatible with its surrounding neighborhood.
- TR 23: Development review.** Review all land use and development proposals for compliance with the Transportation Element.

- TR 24: Concurrency.** Prohibit development if the development causes the level of service on transportation facility to decline below the standards adopted in this element, or ensure that funding is identified to implement improvements to increase capacity within six years of the development.
- CF 1.1: Fair share.** New development shall bear a fair share of facility improvement cost necessary to serve the development in order to maintain adopted level of service standards and measurable objective standards.
- CF 1.4: Maintain transportation LOS.** The City shall verify that transportation improvements are sufficient to maintain adopted level of service standards as development occurs.
- CF 2.1: Service capacity.** Permit new development only where utility system capacity and performance will be available at the time of demand for service.
- CF 2.4: Frontage improvements.** Sidewalks, curbs and gutters, and street surface shall be required on that half of the street adjacent to the development as a condition of construction, including new single-family residential development, where these improvements do not now exist, or are deteriorated, unless determined by the City Engineer to be untimely.
- CF 2.11 Level of service.** Ensure that level of service (LOS) standards are maintained as growth occurs.
- a. **Transportation level of service.**
LOS E for the PM peak-hour for all intersections
 - b. **Sanitary Sewer**
No LOS identified. System improvements shall be in accordance with the current adopted General Sewer and Wastewater Facilities Plan and Combined Sewer Overflow Reduction Plan, and the City's National Pollutant Discharge Elimination System (NPDES) Permit.
 - c. **Stormwater**
No LOS identified. System improvements shall be in accordance with the current adopted Stormwater Management Plan and the City's National Pollutant Discharge Elimination System (NPDES) Permit.
 - d. **Potable Water.**
No LOS identified. System improvements shall be in accordance with the current adopted Water System Plan.
 - e. **Fire Flows**
No LOS adopted. System improvements and development standards shall be in accordance with the International Fire Code, as adopted, which is based on the use and structure type.
- UT 1.9: Undergrounding utilities.** Require undergrounding of all new utilities for new developments.