



PLANNING COMMISSION MEETING AGENDA

May 25, 2016

1. Call to Order and Roll Call

- A. Chair Reeves; Vice-Chair Ripplinger
- B. Commissioners Boyle, McMillan, Whalen, Balsley, and Hutson

2. Citizen Comment Period

3. Additions, Deletions, Corrections to this Meeting's Agenda

4. Approval of Minutes

- A. April 27, 2016 Regular Meeting
- B. May 14, 2016 Study Session

5. Old Business

- A. Sign Code – Continue Work Product from Previous Meeting
- B. Commission Bylaws
- C. PSRC Comprehensive Plan Revisions
- D. Zoning Map Comments

6. New Business

- A. Discussion Item(s)
 - i. Low Impact Development (Jamie Carter)
 - ii. State Route 167 Update (Mark Howlett)
 - iii. Substandard Lots (Mark Howlett)
 - iv. Nuisance Code (Mark Howlett)

7. Commissioner Reports

8. Staff Updates

9. Next Meeting – June 22, 2016– Old and New Business Planned to be on the Agenda

- A. Sign Code – Continue with Work Product
- B. Substandard Lots – Continue Discussion – Action Possible
- C. Nuisance Code – Continue Discussion
- D. Low Impact Development – Continue Discussion

E. Street Standards – Introduction and Start of Discussion

10. Adjournment

The City of Milton Planning Commission creates land use policy incorporating the citizen's voice and makes recommendations to City Council to establish and enhance a framework of standards in order to preserve the integrity and quality of life in the community.



Regular Meeting Wednesday
April 27, 2016
7:00 p.m.

1. CALL TO ORDER AND ROLL CALL

Present: Vice Chair Ripplinger, Commissioner, Balsley, McMillan, Whalen, and Boyle

Absent: Chair Reeves

City Representatives: Deputy City Clerk Schwerzler, Interim Public Works Director Howlett,
Stormwater Compliance Officer Jamie Carter

Commissioner Whalen **MOVED** seconded by Commissioner Boyle to excuse Chair Reeves
Approved 5/0

2. CITIZEN COMMENT PERIOD

None

3. ADDITIONS, DELETIONS OR CORRECTIONS TO THIS MEETINGS AGENDA

- o Correcting Vice Chair from Whalen to Ripplinger.
- o Vice Chair Ripplinger added a bicycle presentation to go under New Business A iii

4. CONSENT AGENDA

Approval of:

- Minutes
 - o March 23, 2016

Commissioner Whalen **MOVED** to table approving March 23rd minutes until meeting in May.
Commissioner Ripplinger seconded.

Discussion on motion:

Commissioner Boyle asked why they couldn't be approved now.

Commissioner Whalen explained several items weren't captured in their entirety as the recording wasn't picking everything up and Commissioner Whalen was asked by Deputy Clerk Schwerzler to review the minutes and clarify several points, and Commissioner Whalen had not had time to do so as of yet.

Motion **PASSED 5/0**

5. OLD BUSINESS

A. DISCUSSION ITEMS

i. Update on PSRC Comprehensive Plan Certification

Mark spoke about the Comprehensive Plan and how PSRC reviews the plans.

PSRC gave us a conditional approval pending approval of a few items.

The issues were, inconsistency in land use assumptions, and housing growth targets.

City Council recently passed a resolution to adopt an ordinance recognizing what the PSRC had to say, essentially stating that we recognize their letter, and we will work on the suggested requirements that they set forth.

Commissioner Whalen stated that Director Nix was given a consensus of staying with the 300 household target, is there something more that needs to be done?

Mayor Perry was in attendance and informed the group that the PSRC would be receiving a letter the following day from all Pierce County Mayors requesting that PSRC change their perspective. She further explained that the issue is with the map and the verbiage, and that PSRC is not an authoritative board over us. She agreed that the Planning Commission is right to push back and she assured them that she is fighting on their behalf.

ii. Sign Committee Update

Interim Public Works Director Mark Howlett (Director Howlett) spoke about the irregularities in the Sign Committee sub-committee meetings. If they are favored to continue what would the format of the meetings be? Would it be a set schedule? What do you want the committee to look like? What should its goals be?

Commissioner Whalen spoke about the need for revision within the sign code, and how in the first meeting there were a lot of ideas on how to move forward. She suggested because of the size of the group they should just have a workshop, to determine future goals.

Vice Chair Ripplinger was in favor of a workshop in order to cover more all at once.

Commissioner Balsley suggested a Saturday morning from 9am to 11am if the city could make space available.

Committee Decided on

Saturday May 14th 9AM-11AM Council Chambers Sign Code Committee Update

iii. Review and Potential Update to Milton's Zoning Map

Director Howlett brought this forward to wrap it up as it has been before the Committee before.

Commissioner Boyle asked what the deadline for the zoning map review was.

Director Howlett explained council can change the map anytime, so there is no deadline.

Commissioner McMillan brought forth concerns that she didn't see anything on the map pertaining to a tribal trust.

Director Howlett said he would get that info and email it out as soon as possible.

6. NEW BUSINESS

A. DISCUSSION ITEMS

i. **Low Impact Development Code (LID) Update (Jamie Carter)**

Jamie spoke about LID how it won't be optional any longer.

Provided several handouts for review.

Jamie explained using LID promotes clean water and a better environment for the city.

Commissioner Whalen inquired as to the next steps.

Jamie explained they still have work to do narrowing it down. He just recently read over all the questions, to see what applies to Milton and what does not. Which things we'll implement and which things we won't.

Suggestions were made for a separate meeting to dig in and go through all the information.

Vice Chair Ripplinger inquired as to the "Lessons Learned" portion of the handout asking for clarification.

Jamie explained that some cities have done this; it highlights things they found going through process.

Commissioner Whalen asked if you can apply low impact development techniques to certain zones or projects? Can we see examples of what we're talking about? What are the different techniques? What is the deadline on this?

Jamie referred to examples in the packet such as parking spaces, to not clearing a whole site, and clustering a site.

Commissioner Boyle asked how LID benefits the building or the land owner

Jamie explained most LID strategies are cheaper than traditional ones. It uses land that is already there, using trees that are there, for example they don't rip out old trees and plant new.

Director Howlett explained how they're looking in to what is the minimum we can do to be in compliance with Department of Ecology.

Jamie referred to the questions in 2nd column and notes on the end of the handout as the most important and clarified that the check marks are all suggestions.

ii. **Commission Vacancy and upcoming Expiration of Commission Member's Terms of Office**

One Commissioner vacancy and two that are expiring in May.

Commissioner Boyle announced May 2016 will be his last meeting, he will not stay on as a Commissioner.

Commissioner McMillan confirmed she is staying on and will be sworn back in on May 9th.

Mark Hudson was in the audience he stood and introduced himself as a member of the Milton community interested in a Commissioner position because he'd like to give back.

iii. **Bike presentation**

Vice Chair Ripplinger shared a handout she created comparing Milton to the City of Redmond, who also started as a mill city.

She suggested the Simmons building would be a perfect place to open a bike rental shop. Commissioner Whalen suggested looking to our comprehensive plan where we have a bike route map in order to provide safe routes, which includes buying right of way, there is a lot that goes into it. The topic encourages more research on how to make Milton more friendly to bicycles.

7. COMMISSIONER REPORTS

Commissioner Balsley-

Last month the Chamber lunch had New Police Chief Pete Fisher 76 people were in attendance.

Pierce County Administrator Dan Roach will be the guest speaker at the May Luncheon.

Starbucks, and Taco Time coming to Milton. There is a new owner of Louie G's.

Milton Days is August 19th and 20th Friday evening full day Saturday.

Commissioner Mcmillan-

She went for a walk around Milton, and noticed a lot of trees are just disappearing right and left.

The freeway traffic is much louder as a result. Expressed frustration as it's hard to find definitive info on when you can and can't cut trees down.

Saw something on FB about circuit training machines thought it would be great in Milton parks.

Commissioner Whalen-

Assured everyone she hasn't forgotten the long term parking issue and tree preservation topic and would like it to be on the next agenda for May 14th.

Commissioner Boyle-

He attended the Earth Day event commended Jamie Carter on his great leadership. They did a lot of planting by the retention pond around Kent Street. He encouraged everyone to come out next time to get involved.

Last week he had strange people walking up his driveway, luckily his neighbor followed them and took pictures of the car and called police, it turned out to be a stolen vehicle. The Milton Police Department was great they were there within 3 minutes. He was recently pulled over for not pulling over at the scales. When he asked why they aren't cracking down on the trucks parking up and down 99 the officer said the drivers have no place else to park and there is nothing to be done until "No Parking" signs are placed on 99.

Vice Chair Ripplinger –

Asked to add the By-Laws back on to Work Plan.

8. STAFF UPDATES

None

9. THE COMMISSION'S WORK-PLAN PLANNER

A. UPDATED April 21, 2016

10. NEXT MEETING – MAY 25, 2016 – OLD AND NEW BUSSINES TO BE ON THE AGENDA

A. Substandard Lots

B. Low Impact Development Code

11. ADJOURNMENT

Commissioner Whalen **MOVED** seconded by Commissioner McMillan to adjourn at 8:51pm
APPROVED 5/0

Chair, Rose Reeves Date

Deputy Clerk, Jill Schwerzler Date



Study Session - Saturday
May 14, 2016
9:00 a.m.

1. CALL TO ORDER AND ROLL CALL

Present: Chair Reeves, Vice Chair Ripplinger, Commissioner, Balsley, McMillan, Whalen, Boyle and Hudson

City Representatives: Mark Howlett, Interim Public Works Director

The Study Session was called to order at 9:12 a.m.

2. DISCUSSION OF SIGN CODE REVISIONS

Interim Public Works Director Mark Howlett (Director Howlett) spoke about the previous efforts of the Sign Code Committee and what the goals of the proposed revisions are.

The Commission then proceeded to step through the code marking up the document with proposed revisions.

11. ADJOURNMENT

It was **MOVED** and **SECONDED** to adjourn at 10:52 a.m.
APPROVED 7/0

Chair, Rose Reeves Date

Deputy Clerk, Jill Schwerzler Date



Agenda Item #: 5.A

To: Mayor Perry and Planning Commission Members
From: Mark Howlett, P.E., City Engineer/Interim Public Works Director
Date: May 16, 2016
Re: Sign Code Update

ATTACHMENTS: None

TYPE OF ACTION:

Information Discussion Action Public Hearing Expenditure

Issue: At the Planning Commission's Saturday May 14, 2016 Workshop the Commission decided that the first 30 minutes of each Planning Commission Meeting would be dedicated to the continued effort to update the Sign Code. During this 30 minutes the Commission will act as a working group to review the Sign Code and develop a recommendation to the City Council.



Agenda Item #: 5.B

To: Mayor Perry and Planning Commission Members
From: Mark Howlett, P.E., City Engineer/Interim Public Works Director
Date: May 19, 2016
Re: Commission Bylaws

ATTACHMENTS: Milton Bylaws
Bylaws Comparison Spreadsheet

TYPE OF ACTION:

Information Discussion Action Public Hearing Expenditure

Issue: The Planning Commission has been evaluating its bylaws and considering proposed revisions. As part of this evaluation the Commission has been comparing Milton's bylaws with other Cities' bylaws.

Staff will re-introduce and discuss this topic with the Commission.

The Planning Commission Chair had requested that the Planning Commission re-evaluate its' current by-laws. Staff made available the Planning Commission by-laws for other, local jurisdictions so that the Commission could evaluate these other cities and pick and choose items that they felt might be appropriate for Milton's Planning Commission. These bylaws are attached.

The purpose of the By-laws is to help the Planning Commissions as they move forward in their associated tasks and can help supply a structure to meetings, code of conduct, etc. Relevant examples are included within this section of the work packet for the Commission's consideration and potential future action. Staff is available for questions and further discussion, as they present themselves.

CITY OF MILTON

BY-LAWS OF THE MILTON PLANNING COMMISSION

These rules and regulations, adopted by the Milton Planning Commission are pursuant to the authority of Chapter 2.56 of the Milton Municipal Code, that establishes a Planning Commission and prescribes its duties, authority, procedures and fixes the terms of office thereof, all pursuant to the authority conferred by all applicable RCW and WAC with specific emphasis on RCW 35.63.

ARTICLE I

Name

The official name shall be the Milton Planning Commission.

ARTICLE II

Objective

The object of the Planning Commission shall be to perform each and all of the duties specified in the Milton Municipal Code, (MMC), Chapter 2.56 and all applicable RCW and WAC with specific emphasis on RCW 35.63.

ARTICLE III

Members

- Section 1. The Planning Commission shall consist of the specified number of members as prescribed by Chapter 2.56 of the MMC, who shall be appointed by the Mayor and confirmed by the Council. Members shall serve without compensation.
- Section 2. The term of office of the said members shall be six (6) years. The terms of all of the appointed members shall be fixed and designated by the Mayor at the time of such appointment. Members terms shall be staggered to provide continuity.
- Section 3. Vacancies occurring otherwise than through the expiration of the terms shall be filled for the unexpired term.
- Section 4. Removal of members shall be as provided for in the Milton Municipal Code and the Commission may recommend to the Mayor and Council that any member be removed from the Commission and a new member be appointed by the Mayor if such member has missed more than three (3)

consecutive regular meetings without satisfactory reason to the Commission and the Council.

ARTICLE IV
Officers

- Section 1. The officers of the Commission shall consist of a Chairman, and Vice-Chairman and such other officers as from time to time the Commission may by a majority vote determine necessary, all of whom shall be members of the Commission.
- Section 2. Officers of the Commission shall be elected at the first regular meeting of the Commission held after the first day of December of each year or at subsequent meeting the date of which shall be fixed by the Commission at such regular meeting.
- Section 3. The officers shall hold office for one (1) year and until the newly elected officers take office. In case of any vacancy in office, the unexpired term of such officer shall be filled by an election at the first regular meeting after the occurrence of such vacancy.
- Section 4. The Chairman shall preside over the meetings of the Commission and exercise all the powers usually incident to the office, retaining, however, to himself as a member of the Commission, the full right to have his own vote recorded in all deliberations of the Commission. All Commission correspondence shall be signed in his/her name or on her/his behalf. She/He shall appoint and be ex-officio member of all the committees.
- Section 5. The Vice-Chairman shall, in the absence of the Chairman from any meeting, perform all the duties incumbent upon the Chairman. The Chairman and Vice-Chairman both being absent, the members present may elect for the meeting a temporary Chairman who shall have full powers of the Chairman during the absence of the chairman and the Vice-Chairman.
- Section 6. Neither the Commission, nor any committee or officer acting for it shall have the power to incur an indebtedness to be personally chargeable against the several individual members of the Commission, nor shall any obligation or liability assumed or chargeable against the Milton Planning Commission while the Commission or members are in the performance of their public duties hereunder, be chargeable against any individual member thereof.

ARTICLE V
Meetings

- Section 1. The official seat of the Commission shall be in Milton City Hall and meetings shall be held there at least once a month for nine (9) months except on such occasions and at such times as the Commission may by a majority vote otherwise direct. Special meetings may be called by the Chairman or Vice-Chairman or by the Chairman upon the request of three (3) members of the Commission.
- Section 2. The sessions of the Commission shall be open to the public, except as provided under the Open Meetings Act.
- Section 3. At any session at which the public is excluded the Commission cannot take any actions.
- Section 4. Notice by posting and otherwise as required by law of the time and place of every special meeting and every regular meeting set for a time and place different than ordinarily scheduled shall be given to the Commission members and the public at least 48 hours before the time of such meeting. No matter may be considered at any special meeting unless included in the notice calling such meeting.
- Section 5. A majority of the members of the Planning Commission shall constitute a quorum for the transaction of business. Any action taken by a majority of those present when those present constitute a quorum, at any regular or special meeting of the Planning Commission shall be deemed and taken as the action of the Commission.
- Section 6. Every official act taken by the Commission shall be by motion adopted by an affirmative vote of a majority of the quorum or members if more members are present than required for a quorum. In the event that a member fails to vote, this is to be registered as a negative vote. If a member recuses himself, no vote is recorded.

ARTICLE VI
Committees

The Commission shall have full power, from time to time, to create standing or temporary committees of one or not more than three members. These committees may be charged with such duties of examination, investigation and inquiry relative to some one or more subjects of interest of the Commission with the exception of subjects that are quasi judicial in nature, as it may be motion determined. No standing or temporary committee shall have the power to commit the Commission to the endorsements of any plan or progress without its submission to the body of the Commission.

ARTICLE VII
Parliamentary Authority

The rules of parliamentary practice, are set forth in Robert's Rules of Order Revised, shall govern all meeting of the Planning Commission except as otherwise herein provided.

ARTICLE VIII
Amendments

The By-Laws of the Planning Commission may be amended by a majority vote of the entire membership of the Commission at any regular meeting or special meeting provided that said amendment was introduced at the last previous regular meeting and further provided that such amendment shall not conflict with existing codes or State Law.

ARTICLE IX
Legality

If any portion of these by-laws are determined to be in conflict with State Law or Milton Municipal Codes and are declared invalid in consequence, such invalidity shall not in any manner affect the validity of any other portion of these by-laws.

Planning Commission By-Law Comparison

	A	B	C	D	E	F	G	H	I
	STATED HEADINGS	DESCRIPTORS/INCLUSIONS	Milton SEATTLE	SEATTLE	SEATTLE NOTES	SHORELINE	SHORELINE NOTES	BONNEY LAKE	Bonney Lake's Notes
1	Name	Official name declaration	X					X	
2	Mission/Objectives/Powers	Duties by Municipality Code	X	X	Purpose/Goals/Role	X		X	Obligation to Code, powers
3	Members	# Seats, appointed by Mayor	X	X					
4		Terms	X	X					
5		Vacancies	X	X					
6		Removal/Missed meetings	X						
7	Officers	Consists of Chair, Vice...	X	X		X		X	
8		Officer elections	X	X		X		X	
9		Terms	X						
10		Chair presides, correspondence	X						
11		indebtedness, liability	X						
12	Meetings	Meeting location, Qty per year	X	X	"Accessible" "Regular" (vague)	X		X	Article II: Official Seat, Address, week, time, frequency
13		Open public sessions	X	X		X		X	
14		Conditional action: public presence	X						
15		Public notice	X					X	Lists Alice Sturgis 4th Edition
16		Voting specified	X						
17		Special meetings: Purpose, who calls...	X	X		X		X	Who calls it
18	Committees	Committee formation & power	X	X	Extensive Incl. Special	X		X	Includes section: written communication
19	Parliamentary Authority	Declaration of Rules (Roberts or other)	X	X		X			Lists Alice Sturgis 4th Edition
20									
21	Amendments	By majority vote, code compliance	X			X			
22	Legality	Code compliance or invalid consequence	X	X	Conflict of interest				
23				X	Disqualification				
24	Compensation		X	X				X	Payroll specified
25	Duties & powers of officers		X	X		X		X	Chair, Vice-Chair, Clerk, each specified
26	Attendance & Quorums		X	X	Act as an entity/no proxy	X		X	Notifying absence & attendance Req'd
27				X	Reconsidering past votes				
28	Voting	Requirements				X		X	
29		Ties						X	
30		Roll call voting						X	
31									

Plan ng Commission By-Law Comparison

	A	B	C	D	E	F	G	H	I
32	Votes on motions							X	
33	Appearance of fairness							X	
34	Failure to vote on a motion							X	
35	Explanation of vote on a motion							X	
36	consensus votes							X	
37	Reconsideration							X	
38	Tabling issues							X	
39	Agendas & Order of business		X		Advance notice			X	
40	Order of business					X		X	Lists sample Consensus votes
41	Adjournment/Recess/Cont.								
42	Public comments								
43	Public hearing							X	Speaker sign-in
44	Presentation of topic							X	Lists Alice Sturgis 4th Edition
45	Public testimony		X					X	Lists Alice Sturgis 4th Edition
46	Commissioner questions							X	Lists Alice Sturgis 4th Edition
47	Closing the public hearing							X	Lists Alice Sturgis 4th Edition
48	Commission action							X	Lists Alice Sturgis 4th Edition
49	Knowledge of Planning Docs							X	
50	Members							X	
51	How to resign							X	
52	Code of Ethics							X	
53	Work/Programs/Priorities/Agendas		X						
54	City Dept. Work Program		X						
55	Annual Retreat		X						
56	Guidelines for Commissioner's actions		X						
57	Committee Actions		X						
58	Individual Commission Members' Actions		X						
59	Personnel Administration		X						
60	City staff directs Commission		X						
61	Commission appoints Exec. Dir.		X						
62	Exec. Director duties		X						
63	Decisions in writing		X						
64	Books and records		X						
64	Minutes		X						

Planning Commission By-Law Comparison

	A	B	C	D	E	F	G	H	I
65		Copies for the public	X		Written in 1996				
66									
67									
68									
69									
70									

NOTES
 We need a policy regarding electronic devices at meetings
 In light of this, I would request the temporary use of my laptop at the meeting to better explain my imbedded notes which would not translate well in print for the meeting. This presents as a lively discussion for our policy-making.



Agenda Item #: 5.C

To: Mayor Perry and Planning Commission Members
From: Mark Howlett, P.E., City Engineer/Interim Public Works Director
Date: May 19, 2016
Re: Update on PSRC Comprehensive Plan Certification

ATTACHMENTS: Puget Sound Regional Council Plan Review Report and Certification Recommendation

TYPE OF ACTION:

Information Only Discussion Action Public Hearing Expenditure

Issue: On April 18, 2016 the City Council passed a Resolution adopting a work plan to address modifications to the City's Comprehensive Plan. These modifications are necessary to comply with the requirements of the Puget Sound Regional Council.

This resolution did not modify anything in the City's current Comprehensive Plan, but assures the PSRC that the City will continue to work on these issues and make required modifications by the June 30, 2017 deadline.

This item before the Planning Commission is to continue discussions on what steps need to be taken to comply with PSRC's review report and what recommendations should be made to the Mayor and City Council.

PSRC PLAN REVIEW REPORT & CERTIFICATION RECOMMENDATION

CITY OF MILTON COMPREHENSIVE PLAN

December 31, 2015



BACKGROUND

The Washington State Growth Management Act calls for coordination between local, regional, and state planning efforts. To advance this coordination, state law requires PSRC to certify that regional transit plans, countywide planning policies, and local comprehensive plans within the central Puget Sound region conform to: (1) established regional guidelines and principles, (2) the adopted long-range regional transportation plan, and (3) transportation planning requirements in the Growth Management Act. Within the central Puget Sound region, the multicounty planning policies in VISION 2040 have been established as the regional guidelines and principles under Revised Code of Washington (RCW) 47.80.026. Certification of local comprehensive plans is also a requirement for jurisdictions and agencies that intend to apply for PSRC funding or proceed with any project submitted into the Regional Transportation Improvement Program, regardless of funding source.

Within the central Puget Sound region, local governments and PSRC have worked together to develop an overall process ([Adopted Policy and Plan Review Process](#), Revised September 2003) for reviewing and certifying local, countywide, regional, and transit agency policies and plans.¹ This process also provides an opportunity to coordinate and share information related to local and regional planning. A set of materials, compiled in a [Plan Review Manual](#), provides details on the review and certification process, background, and framework. The manual also provides guidance and checklists for aligning plans and policies with [VISION 2040](#), [Transportation 2040](#), and [Growth Management Act](#) requirements.

DISCUSSION

This report summarizes the findings and recommendations regarding the major update to the comprehensive plan for the City of Milton, adopted by the city on June 15, 2015. PSRC last certified the Milton comprehensive plan in 2002. Since 2002 the plan has also been updated with annual amendments. PSRC staff reviewed Milton's 2015 update to its comprehensive plan, and coordinated with city staff in the development of this report.

CERTIFICATION RECOMMENDATION

Based on the review of the City of Milton comprehensive plan, the following action is recommended to the PSRC Growth Management Policy Board, Transportation Policy Board, and Executive Board:

The Puget Sound Regional Council conditionally certifies that the transportation-related provisions in the 2015 City of Milton comprehensive plan update conform to the Growth Management Act and are consistent with multicounty planning policies and the regional transportation plan.

¹ The certification requirement in the Growth Management Act is described in RCW 47.80. The specific requirements for transportation elements in local comprehensive plans are spelled out in RCW 36.70A.070. PSRC's Interlocal Agreement, Section VII, also provides direction for the review of local comprehensive plans and countywide policies (Resolution A-91-01, amended March 1998). The Council's Executive Board last updated its process for Policy and Plan Review in September 2003. The process is also described in VISION 2040, Part IV: Implementation.

Conditional status is in place until the city amends the comprehensive plan to address inconsistencies between land use assumptions used in the plan and housing growth targets adopted by Pierce and King counties (see details on page 3) and make clear that all elements of the plan assume consistent 20-year growth in housing and jobs. This work will occur according to the following schedule:

- 1. Council adoption of a work plan to address the condition identified in the certification report by April 30, 2016.**
- 2. Submission of a draft amended comprehensive plan and supporting documents that address the condition to PSRC for review and comment in advance of adoption.**
- 3. Once the condition is adequately addressed, submission of the adopted amended comprehensive plan and supporting documents by June 30, 2017, for review and certification by PSRC.**

The city acknowledges and understands these conditions.

The remainder of this report contains a summary of the PSRC review of the City of Kent comprehensive plan update. Under each heading, the scope of the certification review, as guided by the [Plan Review Manual](#) and Local Comprehensive Plan Checklist, is listed in high level bullets. Discussion in each topic area highlights exemplary provisions of the plan, as well as issues identified through the certification review where future work on the part of the city is needed to more fully address VISION 2040, Transportation 2040, and Growth Management Act planning requirements.

Part I: Conformity with Growth Management Act Transportation Planning Requirements

SCOPE OF REVIEW

The Growth Management Act (RCW 36.70A.070(6)) includes several requirements related to transportation elements in local comprehensive plans. These requirements are summarized as follows:

Land use assumptions and forecasts of travel demand that are internally consistent and consistent with growth targets.

Service and facility needs, including inventories of existing facilities, and level-of-service standards and concurrency provisions that address multiple modes of travel, planned land uses and densities, and state highways.

Financing and investments, including a multiyear financing plan and reassessment strategy to address potential funding shortfalls.

Intergovernmental coordination with neighboring cities, counties, and regional and state agencies.

Demand management, including programs to implement the Commute Trip Reduction Act.

Pedestrian and bicycle planning, including project funding and capital investments, education, and safety.

Land uses adjacent to airports, identifying relevant facilities, existing and planned uses, and policies that discourage incompatible uses.

Air quality is largely an interjurisdictional issue in which each jurisdiction's travel behaviors, measured through vehicle emissions, affect the regional airshed. The Washington Administrative Code (WAC) requires local transportation elements and plans to include "policies and provisions that promote the reduction of criteria pollutants" for mobile sources (WAC 173-420-080). When PSRC reviews plans, it also certifies that the comprehensive plans include air quality policies and provisions, including a commitment to meeting the requirements of applicable federal and state air quality legislation.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The City of Milton’s comprehensive plan satisfies most of the transportation planning requirements of the Growth Management Act and includes adequate air quality policies and provisions. The plan includes many provisions that go above and beyond minimum requirements, including:

- ☑ The plan focuses on a 2012 community visioning process that casts Milton as a “City of Places.” These places, or special planning areas, are incorporated in all elements of the plan with special planning area-specific policies, underscoring the neighborhood and center focus of the plan. In addition, each element is guided by questions derived from the community visioning process.
- ☑ Policy MM 1.7 includes a commitment to developing a comprehensive bike and pedestrian network that links neighborhoods with activity centers and institutions, as well as neighboring jurisdictions, building off of the city’s connection to the Interurban Trail. Additional policies (MM 1.5, MM 1.13) support this network through developing clear wayfinding and signage for the network.
- ☑ Intergovernmental coordination is highlighted in the plan, and is sensitive to the context of both King and Pierce counties, multiple transit agencies, the Puget Sound Regional Council, and appropriate state agencies.

DISCUSSION: CONDITIONS FOR CERTIFICATION

The city must address the following provisions of the Growth Management Act and VISION 2040 in order to maintain certified status:

- ☐ RCW 36.70A.130 requires that local comprehensive plan updates accommodate the growth projected to occur over the subsequent 20-year period. VISION 2040 (MPP-DP-3) calls for countywide adoption of housing and employment growth targets that promote the Regional Growth Strategy. MPP-T-9 calls for coordination of state, regional, and local transportation planning in support of that strategy. RCW 36.70A.070 requires the transportation element of local comprehensive plans to implement and be consistent with the land use element.

Located within two counties, the City of Milton must plan for targets set in both King and Pierce counties. For the 20-year planning period in this update, the estimated combined housing target is 300 units and the employment target 1000 jobs. The land use and housing elements of the comprehensive plan update assume growth of approximately 700 housing units between 2014 and 2035; the transportation element assumes growth of approximately 300 households. The city should amend the comprehensive plan to clarify the technical and policy basis for planned growth assumptions, to resolve inconsistencies between plan elements, and to demonstrate alignment with the adopted growth targets and support for the regional growth strategy. PSRC staff is available to provide technical guidance on reconciling the various growth assumptions and documenting data sources and policy references.

Part II: Consistency with Regional Plans and Policies

OVERVIEW

This section discusses consistency with the adopted multicounty planning policies (established regional guidelines and principles under RCW 47.80.026) adopted in VISION 2040, and Transportation 2040, the region’s long-range transportation plan. In addition to the multicounty planning policies, VISION 2040 contains a regional growth strategy with a preferred distribution of the region’s residential and employment growth, as well as a number of implementation actions for local governments to carry out. VISION 2040 calls for local comprehensive plans to contain a brief statement of how the plan addresses the multicounty planning policies. Each policy area addressed in VISION 2040 is discussed in turn below.

VISION 2040 CONTEXT STATEMENT

VISION 2040 calls for local plans to include a context statement that describes how the comprehensive plan addresses regional policies and provisions adopted in VISION 2040. The city should address this provision when the plan is next amended. Examples of context statements are provided in PSRC's [Plan Review Manual](#), page 2-1.

Environment

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following environmental policy topics:

Stewardship, including addressing the natural environment throughout the plan, decisions based on best-available science, and regional environmental initiatives.

Earth and habitat, including open space protection, restoration and protection of native vegetation, and coordination with adjacent jurisdictions.

Water quality, including actions that maintain hydrologic functions and reduce water pollution in ecosystems, watersheds, shorelines, and estuaries.

Air quality and climate change, addressing federal and state laws, reduction of pollutants, Puget Sound Clean Air Agency policies, and reduction of greenhouse gas emissions and adaptation to climate change.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The city's comprehensive plan addresses the environmental policy topics in VISION 2040 with strong goals and actionable policies in all topic areas. Highlights include:

- ☑ The land use element includes proactive goals and policies for addressing climate change through mitigation and adaptation, including policies that promote energy efficiency, transportation choices, and protection of natural resources. These policies are complemented by policies in the transportation element that encourage alternatives to driving alone.
- ☑ The plan contains policies that recognize the ecosystem services provided by wetlands (EV 1.7) and other sensitive habitats, and commit to their preservation.
- ☑ A goal (UT 5) in the utilities element addresses the management of stormwater to maintain environmental quality and protect property and drinking water supplies. Implementing policies call for the city to maintain a comprehensive stormwater plan, encourage the use of Low Impact Development techniques, and ensure that regulations protect threatened and endangered species.

DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with regional guidelines and principles on the environment.

Development Patterns – including Regional Growth Strategy

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following development patterns policy topics:

Urban areas, including targets for housing and employment growth, compact communities that support transit and walking, and provisions for redevelopment of underused land.

Centers, including planning for one or more central places as locations for compact, mixed-use development, with policies that prioritize funding to centers to advance development.

Unincorporated urban areas, including policies that advance annexation and orderly transition of governance.

Resource lands, including identification of steps to limit development.

Regional design, addressing local provisions that apply the Transportation 2040 Physical Design Guidelines, energy efficient building, historic preservation, and enhanced sense of community.

Health and active living, addressing healthy environment, physical activity and well-being, and safety.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The city's comprehensive plan addresses the development patterns policies in VISION 2040. Highlights include:

- ☑ The plan accommodates housing and jobs within locally defined centers and corridors. The plan's "City of Places" vision identifies and includes specific policies for special planning areas throughout the city to serve residents and visitors, and provide centers for economic development opportunities. The vision was created with significant input from Milton residents, a theme carried throughout the plan.
- ☑ Health and active living are advanced throughout the plan, including policies that encourage land use patterns that promote walking, biking and transit with accessibility to services and employment, construction of healthy buildings, and access to healthy foods by recognizing grocery stores as neighborhood anchors and supporting community gardens and farmers markets.
- ☑ Protection of the natural environment and responsiveness to climate change are central tenets of the plan. Notable policies and actions address partnerships for restoration of Hylebos Creek (EV 1.7-8), and promotion of community resiliency through adaptation to climate change (EV 3.2).

DISCUSSION: AREAS FOR FURTHER WORK

The city should address the following comments at the earliest opportunity through future amendments to the comprehensive plan, subarea plans, or functional plans:

- ☐ VISION 2040 (MPP-DP-11,13, MPP-T-11) calls for central places to be designated in all jurisdictions, and for those centers to be supported with priority investments and local funding. The plan identifies a Town Center Special Planning Area as a vibrant, walkable, mixed-use town center. The city should strengthen support for the town center with policies that prioritize public investments, including transportation funding, to the town center.

Housing

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following housing policy topics:

Increased housing production opportunities, including diverse types and styles for all income levels and demographic groups.

Affordable housing needs, including an assessment of existing and future housing needs based on regional and local factors, including household income, demographics, special needs populations, and adequacy of existing housing stocks.

Regional housing objectives in VISION 2040, including promotion of housing diversity and affordability, jobs-housing balance, housing in centers, and flexible standards and innovative techniques.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The city's comprehensive plan addresses the housing provisions contained in VISION 2040. The plan incorporates a number of best housing practices that address identified housing needs. Highlights include:

- ☑ Policies, such as Housing Policy 3.2, encourage affordable housing throughout the city, specifically through preservation, permitting manufactured housing and accessory dwelling units, inclusionary or incentive zoning, and multi-family development well-served by urban amenities.
- ☑ The housing element directs the city to work with and support social and health service organizations and state agencies that offer housing programs for low income or special needs residents, as well as residents

in crisis. Housing Policy 3.5 directs the city to compile information on these services for residents in need, and assist non-profit housing developers in finding suitable sites for affordable developments.

DISCUSSION: AREAS FOR FURTHER WORK

The city should address the following comments at the earliest opportunity through future amendments to the comprehensive plan, subarea plans, or functional plans:

- MPP H-2 calls for local plans to provide for a sufficient supply of housing to meet the needs of low and moderate income households, including through preservation, rehabilitation, and new development. Background analysis of current housing conditions in the city highlights indicators of current and potential future housing needs. The housing policies would be strengthened by responding to some of the specific needs identified. For example, data that show that more than 40% of both homeowners and renters are cost burdened suggests a need for programs to provide low income residents greater access to ownership housing. In addition, data that show that nearly half of all units are in attached or multifamily building types, which suggests a need for policies and actions to encourage preservation and production of affordable multifamily units.

Economy

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following economic development policy topics:

Include an **economic development element** that addresses: business, people, and places.

Retention and recruitment efforts that support family wage jobs, industry clusters that export goods and services, and small businesses that are locally owned.

Equitable benefits and impacts, including provisions and programs that promote economic vitality in distressed areas or areas with disadvantaged populations.

Adequate housing growth in centers through collaboration with the private sector and provision of infrastructure.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Milton comprehensive plan update addresses many of the economic provisions of VISION 2040. Highlights include:

- The plan jointly addresses economic development and place-making, such as by encouraging compact mixed-use redevelopment in targeted locations for investment identified in the city's vision for special planning areas. Recommended economic development strategies are tailored to each special planning area and their environmental context (for example, policies addressing the West Milton Commercial District Special Planning Area).
- Policy WMCD 3.3 directs the city to regularly meet with business owners and expand outreach to industry organizations.
- Policies (PD 1.1-2) promote a vision for planned development at the Quarry Site that promotes redevelopment compatible with neighboring uses and provides new economic development opportunities.

DISCUSSION: AREAS FOR FURTHER WORK

The city should address the following comments at the earliest opportunity through future amendments to the comprehensive plan, subarea plans, or functional plans:

- The city should consider how to provide more information about economic sectors and the city's actions to support economic development in either a new economic development element (recommended) or existing plan elements. This element could build on VISION 2040's framework of people, business, and

places for economic development and address the region's industry clusters identified in the region's economic strategy (See [VISION 2040 Economy section](#)).

Transportation

SCOPE OF REVIEW

VISION 2040 and Transportation 2040 call for local comprehensive plans to address the following transportation policy topics:

Maintenance, management, and safety, including clean transportation with reductions in pollution and greenhouse gas emissions, environmental factors, health and safety, stable and predictable funding sources, system and demand management strategies, and security and emergency response.

Support for the regional growth strategy, including system improvements that align with planned growth, prioritized investments that support compact development in centers, joint- and mixed-use development, complete streets and improvements to promote biking and walking, and context-sensitive design.

Improved transportation options and mobility, including alternatives to driving alone, facilities and services for special needs transportation, avoidance of new or expanded facilities in rural areas, and financing methods.

Linking land use and transportation, including integrating Transportation 2040 physical design guidelines in planning for centers and transit station areas, and land development tools that promote transportation alternatives.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The Milton comprehensive plan addresses the major transportation emphases in VISION 2040 and Transportation 2040, including maintenance, management, and safety; support for the Regional Growth Strategy; and providing greater options and mobility. Highlights include:

- Goal TR3 and its subsequent policies call for maintaining an environmentally sustainable transportation system that includes a complete multimodal transportation network, environmentally sensitive approaches to capital facilities, and transportation demand management to reduce trips.
- The plan places a clear priority on enhancing safety over expanding vehicle capacity, and notes the city has established a monitoring program to prioritize maintenance.
- Goal TL1 clearly demonstrates the link between land use and transportation, recognizing the relationship between infrastructure provision and development. Specific policies throughout the transportation element address special planning areas and context-sensitive design.

DISCUSSION: AREAS FOR FURTHER WORK

The City of Milton should address the following regional policies, where possible, through annual amendments or in the next update of the comprehensive plan (see conditions for certification on page 3):

- VISION 2040 (MPP-T-14,15) and Transportation 2040 emphasize providing a system for all users and increasing mobility and choice in transportation. The plan includes policies and provisions addressing various users of the system. The city should build on existing policies that address multiple types of users to develop full standards for transportation facilities to serve all users safely and conveniently (i.e., "complete streets"). For more information, see the Commerce [Transportation Element Guidebook](#) (pages 134), and PSRC's [Active Transportation Plan](#), page 43.
- The transportation and other plan elements include policies supportive of walking, biking and transit. Implementation of these policies would be strengthened through adoption of levels-of-service and a concurrency approach that addresses multiple modes. The Growth Management Act requires level of service standards for all locally owned arterials and transit routes, and the Multicounty Planning Policies call for other modes, such as biking and walking, to be addressed through concurrency. The city should

consider steps to develop such multimodal tools through future plan amendments and updates. The Washington State Department of Commerce's [Transportation Element Guidebook](#) has information on how to set level of service standards and identify system needs (pages 143-150 and 183-189) and PSRC has resources on [multimodal concurrency](#).

Public Services

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following public services policy topics:

Promote more efficient use of existing services, such as waste management, energy, and water supply, through conservation – including demand management programs and strategies.

Promote renewable energy and alternative energy sources.

Plan for long-term water needs, including conservation, reclamation and reuse.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The city's comprehensive plan update contains policies that address the public services provisions of VISION 2040. Highlights include:

- Policy UT 8.5 requires dry-line sewers in areas where septic systems are permitted, and cost-sharing for future sewer extension.
- The utilities element encourages water conservation in order to reduce impacts on water, wastewater, and surface water systems, and promote environmental health.

DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with regional guidelines and principles on public services.

Conclusion

PSRC staff thanks the city for working through the plan review and certification process. PSRC is available to provide assistance for future plan updates. Additional planning resources can also be found at <http://www.psrc.org/growth/planreview/resources/>. If the city has questions or needs additional information, please contact Michael Hubner at 206-971-3289 or mhubner@psrc.org.



Agenda Item #: 5.D

To: Mayor Perry and Planning Commission Members
From: Mark Howlett, P.E., City Engineer/Interim Public Works Director
Date: May 19, 2016
Re: Review and Potential Update to Milton's Zoning Map

ATTACHMENTS: Land Use Map

TYPE OF ACTION:

Information Only Discussion Action Public Hearing Expenditure

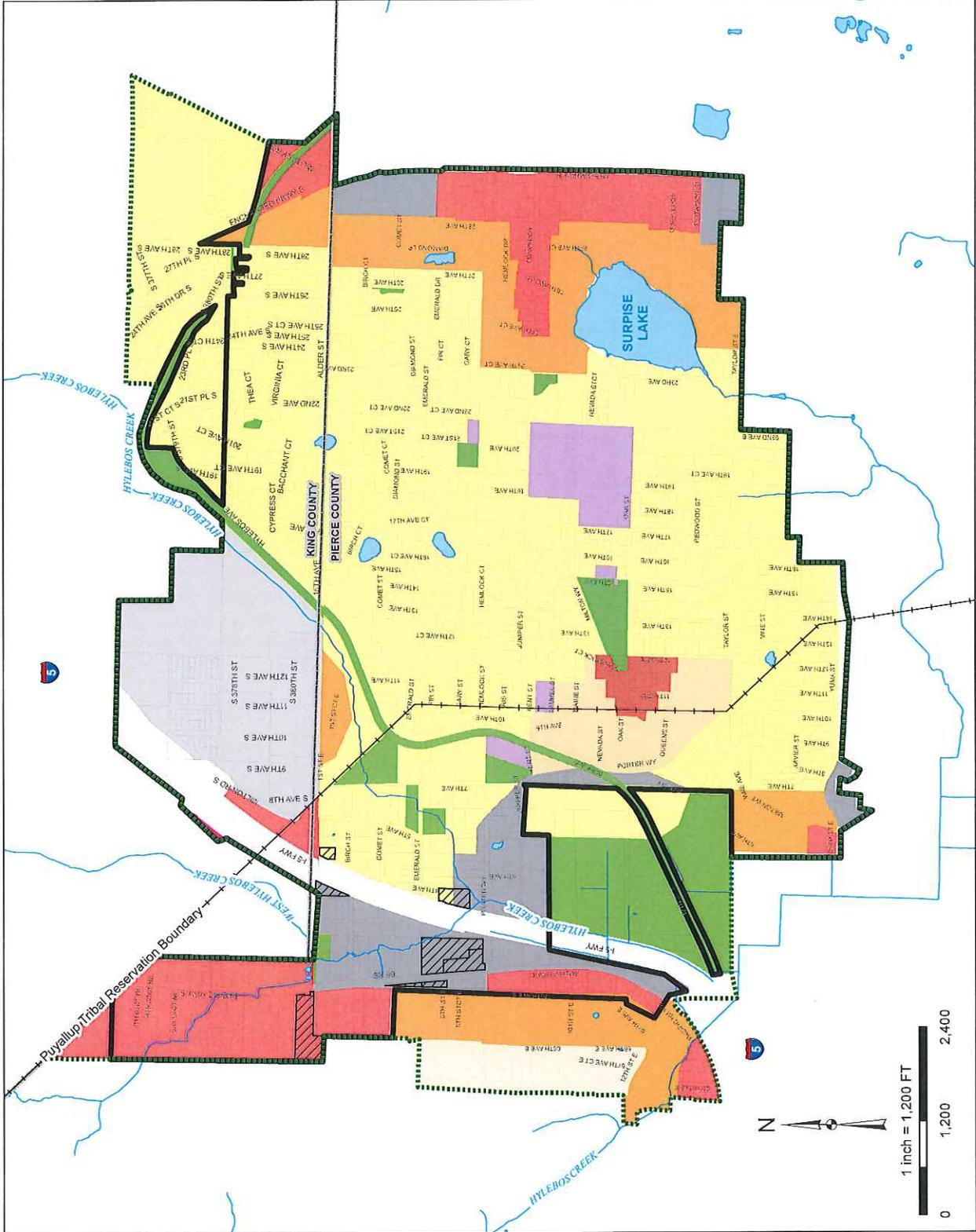
Issue: The Commission has been discussing potential changes to the City's Zoning/Land Use Map.

Staff will provide the Commission an update on the process and discuss next steps.



- Legend:**
- RS Residential Single Family Designation
 - RMD Residential Moderate Density Designation
 - RM Residential Multi-Family Designation
 - B Business District
 - MX Mixed-Use Town Center Designation
 - CF Community Facilities Designation
 - OS Open Space Designation
 - PD Planned Development Designation
 - M-1 Light Manufacturing Designation
 - UGA UGA Overlay Area
 - Interurban Trail
 - Potential Annexation Area
 - City Limits
 - Water
 - Stream/River
 - Tribal Lands
 - Member Trust
 - Tribal Trust
 - Puyallup Tribal Reservation Boundary

CITY OF MILTON
 MAP LU-2: FUTURE
 LAND USE



Agenda Item #: 6.A.i

To: Mayor Perry and Planning Commission Members
From: Mark Howlett, P.E., City Engineer/Interim Public Works Director
Jamie Carter, Surface Water Compliance Inspector
Date: May 19, 2016
Re: Low Impact Development Code Update

ATTACHMENTS: Code Revision Study Packet

TYPE OF ACTION:

Information Only Discussion Action Public Hearing Expenditure

Issue: State and federal requirements for the monitoring and controlling of stormwater runoff have become much more restrictive in recent years. These restrictions include the implementation of Low Impact Development(LID).

The use of LID strives to retain more natural hydrological functions of land and vegetation through changing old or incorporating new development standards.

The Washington State Department of Ecology, who issues our National Pollution Discharge Elimination System (NPDES) permit, has mandated that all permittees, such as the City of Milton, make Low Impact Development not just an option, but the preferred method to control stormwater on development sites. Most of these requirements fall on the Planning and Stormwater Utility, but the effect of this effort will be felt in every department and group at the City, including Municipal Operations, Enforcement, Building Official, Fire, and anyone else who uses or interprets City Code.

The Washington State Department of Ecology has mandated that by December 31, 2016 we revise our code to make LID the preferred method of stormwater control.

Staff will introduce the topic and discuss with the Commission the potential impacts these code revisions may have on future development.

What is LID?

Low Impact Development, or LID, is a new way of thinking about development. LID strives to retain more natural hydrological functions of land and vegetation through changing old or incorporating new development standards. Many LID designs are cheaper and easier to install than traditional development, but they may seem strange or there may be a perception that they are not as effective.

The Department of Ecology, who issues our National Pollution Discharge Elimination System permit, has mandated that all permittees make LID not just an option, but the preferred way to develop sites. Most of this falls on planning and the stormwater utility, but the effect of this project will be felt in every department and group at the City, including Municipal Operations, Enforcement, Building Official, Fire, and anyone else who uses or interprets code in any capacity.

Why does Milton care?

It's the law: The Department of Ecology has mandated that by the end of this year, as part of our permit, we change LID from an optional development strategy to the preferred method. In addition, the principles behind LID will theoretically improve the quality of water in our City and help us control the quantity of water more efficiently.

What will we have to do?

Decide which LID principles are important to and are going to work for Milton and its developers and citizens. One effective way to think about this is through the context of our biggest problems. Steering this implementation toward issues identified in our Comp Plan and other development goals that the City has set will best serve us later.

We are going to have to analyze portions of the code very closely in order to identify all of the areas that LID is appropriate and the effects of each code change. We have a fair amount of latitude in these decisions, and Ecology has not provided a minimum percentage of LID adoption or code change. Aour permit issued by ECY:

“No later than December 31st, 2016, Permittees shall review, revise and make effective their local development-related codes, rules, standards, or other enforceable documents to incorporate and require LID principles and LID Best Management Practices.

The intent of the revisions shall be to make LID the preferred and commonly used approach

We will also be looking for barriers in the code. Many different parts of the code (not just stormwater) will have restrictions or requirements that will contradict or not work well with new LID code. Those need to be found and vetted out against the new development standards.

When does it have to be completed by?

The mandate from Ecology is to have the LID code update completed by the end of this year. That means codified and integrated into our standards and guidelines. Once the Planning Commission and the Engineering Department have worked through the process of deciding which LID principles shall be implemented then it will have to work through City Council to become law. So far we are in good shape as far as the schedule goes, but we need to be mindful of the date.

What are the main principals that LID Emphasizes?

According to the Department of Ecology (ECY):

“Low impact development is a stormwater and land use management strategy that strives to mimic pre-disturbance hydrologic processes of infiltration, filtration, storage, evaporation and transpiration by emphasizing conservation, use of on-site natural features, site-planning, and distributed stormwater management practices that are integrated into a project design.”

According to our permit issued by ECY:

“No later than December 31st, 2016, Permittees shall review, revise and make effective their local development-related codes, rules, standards, or other enforceable documents to incorporate and require LID principles and LID Best Management Practices.

The intent of the revisions shall be to make LID the preferred and commonly used approach

	Questions Reviewed	Importance	Section Reference	General Notes (consultant)	City Notes (Public Works)
Site Planning and Assessment					
Building Locations	Can the code be revised to require that buildings are located away from critical areas and preserve soils with good infiltration potential for stormwater management?	Locating buildings away from critical areas and soils that provide effective infiltration to preserve and protect these areas and provide potential locations for infiltrating LID facilities	18.16.190	building setbacks of 15 feet from edges of critical area buffers	Can or should this be increased?
Stormwater treatment/flow control BMP/ facility locations	Can the code be revised to require infiltrating LID facilities in areas with good infiltration potential?	Infiltrating LID facilities should be constructed in soils that have good infiltration potential. Stormwater management facilities should be located along the natural drainage path to reduce site grading and maintain natural hydrology of the site.	13.26.180	incorporate 2012 Ecology Manual, Min. Requirement No. 5 (LID) to make it a requirement (currently encourages but not requires)	Incorporating or adopting the 2012 manual is an option
	Can the code include a site planning approach that emphasizes prioritizing the location of stormwater management facilities on site?		17.44.110(J)	encourages use and inclusion of LID and storm management elements in developments	in some ways we already do this. Calling something an approach is not a very concrete way of changing something.
Healthy Soils					
Protecting and Restoring Healthy Soil	Is a soil management plan in place that identifies soil protection zones during construction and describes quantities of compost amendment?	Protecting soils during construction activities will preserve their ability to absorb and infiltrate and disperse stormwater runoff.	13.26.180	Adopts 2012 Manual which has Min Rqmt 5 encouraging use of amended soils and Min Rqmt 2 which suggests protecting LID related soils during construction (Element #13)	Incorporating or adopting the 2012 manual is an option
Compost Amendments	Can code be revised to require amendment of disturbed soils? Could compost be provided to incentivize small projects?	Compost can be used to amend soil and provide additional nutrients that aid in the uptake of pollutants.	17.44.110(I)	Current code: Planting beds should be deep tilled to a depth of at least 12 inches. Soils shall be enhanced through the addition of the following materials: bark and forestry by-products, organic matter such as composted yard waste, organics and other amendments as needed through a soils test.	We currently require enhancement of newly landscaped areas with compost and mulch. More specific soil additives could be added for additional capacity of the soil to take up water and overall health of the plants.
Compaction	Can the code be revised to include types of equipment for clearing and grading that minimize compaction of soils? Can clearing, grading, and soil disturbance outside the building footprint be limited or restricted? Consider requiring contractors to reestablish permeability of soils that have been compacted by construction vehicles.	The infiltration potential is reduced when soils are compacted, resulting in lower infiltration rates and increased runoff and erosion.	13.26.180	no mention, 2012 manual no mention, Adopts 2012 Manual which has Element 13 which protects LID related soils specifically during construction no mention	I don't know if the City has any precedence with providing material to contractors, if this is an important enough issue to Milton then we can research it. Is it realistic to expect contractors to use different equipment than they already use for purposes of reducing compaction? We are currently working on our Clearing and Grading permit. Could these be tied together? Could be a 'guideline', i.e. don't clear any more than you need.
Tree Preservation	Are there regulatory controls over tree clearance and removal of mature trees/forest stands?		18.16.180, 18.16.185, 17.44.110(G)	Adopts 2012 Manual which has Element 13 which says to reinstate infiltration capacity of LID related soils during construction	Would require an additional test before construction completion.
Landscaping, Native Vegetation, and Street Landscaping					

	Questions Reviewed	Importance	Section Reference	General Notes (consultant)	City Notes (Public Works)
	Can the code be revised to place greater emphasis on preservation of conifers?	Trees provide flow control by intercepting stormwater. Codes should consider emphasis on conifers which can accomplish this year round.	17.44.110(G)	mentions evergreens of 10' or more in height	Also specifies deciduous trees for parking lots
	Can the code include strategies to orient retained vegetation and open space to disconnect impervious surfaces?	Codes typically focus on screening in terms of aesthetics (reducing visual impacts), but screening can also emphasize native vegetation preservation or replanting, which can improve stormwater infiltration and dispersion.	13.26.180	Somewhat included as full dispersion method in the Manual; With Min. Req. 5 in 2012 Manual, it will be more of a requirement to look at.	Difficult to accomplish. Less difficult in new large construction
Screening	Can the screening requirements be revised to include provisions for retaining native vegetation or replanting?	Codes typically focus on screening in terms of aesthetics (reducing visual impacts), but screening can also emphasize native vegetation preservation or replanting, which can improve stormwater infiltration and dispersion.	17.38.070(Q)3, 17.42.060(A)2, 17.42.060(B)2, 17.42.060(D)2, 17.42.060(E)2	screening requirements outlined, no preference for native veg or LID components	
	Can vegetation planted within LID facilities count towards site, parking, or perimeter screening requirements?	Codes typically focus on screening in terms of aesthetics (reducing visual impacts), but screening can also emphasize native vegetation preservation or replanting, which can improve stormwater infiltration and dispersion.	17.42.060(A)2, 17.42.060(B)2, 17.42.060(D)2, 17.42.060(E)2	vegetation allowed, but LID vegetation not explicitly allowed or encouraged	
Landscaping requirements for street frontages	Can the street frontage code be revised to include LID or other vegetation besides trees between the sidewalk and the street?	Codes typically focus on screening in terms of aesthetics (reducing visual impacts), but screening can also emphasize native vegetation preservation or replanting, which can improve stormwater infiltration and dispersion.	17.44.110(F), 17.44.110(J)	Landscaping requires LID elements	Already doing. Increase or modify?
	Can vegetation planted within LID facilities count towards open space or landscaping requirements?	Codes typically focus on screening in terms of aesthetics (reducing visual impacts), but screening can also emphasize native vegetation preservation or replanting, which can improve stormwater infiltration and dispersion.	17.44.110	no mention, should make explicit that LID counts toward open space	
Landscaping requirements for parking lots	Are minimum tree canopy or vegetation requirements specified for parking lots?	Trees can provide flow control by intercepting stormwater, reduce the heat island effect, and also results in a reduction in total impervious area.	17.15C.010, 17.44.110(O)	minimum vegetation % defined for parking lots, not canopy coverage; min 1.60 sqft for each planting island	The code specifies that 70% of parking lot trees be deciduous, is there a reason for this? LID emphasises conifers
Hard and Impervious Surfaces					
Maximum impervious surface allowances	Does the code include maximum impervious surface limits for different land use types?	Building coverage defined, not overall impervious coverage; 5,000 sq feet maximum for single family developments	17.15B.010, 18.16.100(B)	Do we want to limit how much impervious surface a business can have?	
	Can the maximum impervious surface limits be reduced in residential areas?	High impervious surface allowances result in larger volumes of stormwater runoff.	17.15B.010, 18.16.100(B)	coverage of 5,000 sqft impervious on single family lots	Do we want to reduce the maximum impervious surface for private landowners? What if it was as a percentage of the lot?
	Can a portion of the impervious surface be designated as non-pollution generating impervious surface?	High impervious surface allowances result in larger volumes of stormwater runoff.	17.15B.010	no mention	Currently roofs are non-pollution generating impervious surfaces. Not sure what else could be, need more research
Shared driveways	Are shared (or common) driveways for multiple single-family dwellings, multi-family structures, and/or commercial development allowed?	Individual driveways account for a large portion of the total impervious area (up to 20%) in residential areas. Shared driveways can reduce overall lot impervious surface coverage.	PWS 4.21(B)2	A joint use driveway tract or easement may be used to serve a maximum of two parcels.	This is one for Roads, and Fire and Rescue
	Can the use of shared driveways (for up to 4 or 6 houses) be incorporated?	Individual driveways account for a large portion of the total impervious area (up to 20%) in residential areas. Shared driveways can reduce overall lot impervious surface coverage.	PWS 4.21(B)2	PWS only allows for 2 residential parcels	This is one for Roads, and Fire and Rescue
Minimum driveway width	Is a minimum driveway width specified?	A modest reduction in driveway width requirements can result in a significant reduction in total impervious area	17.48.020	defined for parking aisle driveway and parking spaces, not for single family driveways - no min. defined for single family, 24' min for shared driveways	This is one for Roads, and Fire and Rescue

Questions Reviewed	Importance	Section Reference	General Notes (consultant)	City Notes (Public Works)
Can the minimum driveway width be reduced to 9 feet or less (one lane), 18 feet (two lanes) or 15 feet (shared driveway)?		PWS 4.21(C)1, PWS 4.21(B)2	no minimum specified for general driveways, 24" min for shared driveways	This is one for Roads, and Fire and Rescue
Are alternative surfaces (other than conventional concrete or asphalt) allowed?	Permeable pavement is applicable to low-volume, low traffic surfaces, and allows for infiltration of stormwater	PWS 4.21(A)7	Unless otherwise approved by the Public Works Director, all driveways shall be constructed of asphalt concrete (2 inch min.) or Portland Concrete-Cement Class 4000	We are willing to approve a well designed permeable pavement driveway.
Can the code be revised to include incentives for use of permeable pavement for driveways?		13.26.180	Adopting the 2012 Manual encourages LID; by doing so, if permeable pavement is used, there is less volume to be detained and therefore, less cost for detention	Incorporating or adopting the 2012 manual is an option
Is a two-track driveway design allowed?	Providing a pervious strip in a standard driveway design can reduce impervious surface	17.44.110(J)	One of the recommended LID guidelines	We already have some LID 'guidelines' in code. Need to review and see if they can go beyond just being guidelines. Things like this might be better as counting toward infiltration requirements rather than being required in itself.
Bulk and Dimensional Considerations				
Can setback distances be minimized in residential areas to increase flexibility in regard to house location?	Front yard setbacks (which dictate how far houses must be from the street) can extend driveway length and increase the impervious coverage of the lot. Side yard setbacks and wide frontages increase the total road length and overall impervious coverage.	17.15B.010	7.5 ft to 20 ft for residential, no flexibility	
Can frontage area requirements be reduced in open space residential developments?			no mention	
Are irregular lot shapes (i.e. pie, flag, zipper, angled) allowed?		16.20.050(A), 16.28.160, 17.08.516	Code avoids irregular lot shapes, allows parhandle shape	
Can the maximum building height be increased if building footprints are reduced?	Limiting building height can result in increased building footprints. Encouraging developers to build up instead of out can help meet density goals and reduce impervious coverage.	17.15B	height limits 35' to 45'	is Milton interested in having taller buildings? Doesn't fit with small town vision
Can code be revised to incentivize or encourage minimizing building footprints?	Large building footprints result in less available area for LID facilities and native vegetation/landscape retention.	13.26.180	Adopting the 2012 Manual encourages minimizing imperviousness	
Are cluster development designs allowed?	Clustering of buildings in subdivisions can reduce the total site footprint and help maintain natural hydrologic characteristics of the site.		No mention of cluster designs in code	is this right for Milton?
Are cluster development designs allowed "by right" (no special permit or zoning variance required)?			No mention of cluster designs in code	is this right for Milton?
Are flexible site design criteria available for developers that utilize cluster design options?			No mention of cluster designs in code	is this right for Milton?
Clearing and Grading				
Do clearing and grading regs include provisions for minimizing site disturbance and protecting native vegetation and soils?	Protecting existing infiltration rates will preserve natural hydrologic characteristics of the site	13.26.180	Adopts 2012 Manual which has Element 1 which includes protection of soils and native vegetation	Also developing Clearing and Grading code concurrently

Questions Reviewed	Importance	Section Reference	General Notes (consultant)	City Notes (Public Works)
Conserving native vegetation/soils	Is there an existing ordinance that requires or encourages the preservation of natural vegetation? Is wholesale clearing (mass grading) of sites prohibited or limited? Are developments required to set aside an undeveloped portion of the site? Are there specific native vegetation retention standards based on land use and density? Is there any incentive to developers or landowners to conserve land (open space design, density bonuses, stormwater credits, or lower property tax rates)? Does the native vegetation definition (or other code section) include minimum tree density, minimum retention requirements, protecting native vegetation areas, replanting requirements, soil amendment standards, management plan specifications, and maintenance requirements?	13.26.030(f) 13.26.170(A) 18.16.180 13.26.180	Says to the maximum extent practical, is this strong enough language? all clearing/grading/fill activities are approved by PW director case-by-case, no explicit limit on clearing no mention Even a small percentage would be a good step. required to preserve native growth protection areas within critical areas or buffers - unrelated to land use or density no mention	
Construction sequencing	Does the code include methods for effective construction sequencing to minimize site disturbance and soil compaction? Do engineering and street standards outline construction sequencing and practices for protecting pervious areas and LID BMPs during construction? Can the code be revised to limit clearing to the building footprint and area needed for maneuvering machinery?	17.44.110(F), 13.26.180 PWS page 3-15, 13.26.180 13.26.170(A)	References stormwater code which is based on Manual. 2012 Manual will address this in Vol. 2 Construction sequencing suggestions included - no specifics for protecting LID areas, but this is included in the Manual all clearing/grading/fill activities are approved by PW director case-by-case, no explicit limit on clearing	Writing definitions can have significant impacts on other portions of code. Difficult to quantify and enforce
Street and Roads	What minimum travel lane widths are required based on street classifications? Is the travel lane wider than required by the fire dept? Can street widths be reduced for local access streets?	12.24.160, 16.12.040(D) 12.24.160, 16.12.040(D) 12.24.030	Minimum street paved width is 26', minimum access paved width is 14' or 20' for fire access Minimum street paved width is 26', minimum access paved width is 14' or 20' for fire access Local access ROW width: 47' min	Is this right for Milton?

	Questions Reviewed	Importance	Section Reference	General Notes (consultant)	City Notes (Public Works)
	Are narrower pavement widths allowed along sections of roadway where there are no houses, building, or intersections, and where on-street parking is not anticipated?	Impervious surfaces, curbs, and sidewalks by narrowing minimum travel widths.		no mention	Is this right for Milton?
	Are queuing lanes (i.e. cars wait between parked cars while the approaching traffic passes) allowed?			no mention	
Right-of-way (ROW) widths	Can the minimum ROW width be reduced or include flexibility for LID considerations?	ROW width (and impervious surface coverage) can be reduced by narrowing travel lane widths, revising sidewalk requirements, and reducing grass border areas	12.24.090, PWS Details	min width: 20' (alley), 30' (minor access), up to 65' (principal arterial). No concession for LID installation	
	Can sidewalks be placed on one side of the street only in low-density residential areas.		PWS Detail ST-11, PWS 4.23(C)1	allow 1 sidewalk when a trail exists on opposite side of road, half streets allowed	
	Can alternate pedestrian networks (e.g. trails through common areas) be substituted for sidewalks?		12.24.160(D)	no mention	
Use of permeable pavement for streets and roads	Can permeable pavement be used for road shoulders, parking lanes, and emergency parking areas?	Use of permeable pavement on streets and roads provides stormwater infiltration and reduces stormwater runoff	17.44.110(J)	permeable pavement allowed for walkable areas under LID guidelines, not for drives	
	Does the code require or encourage use of permeable pavement for future street/road resurfacing projects?	Drains and storm drains located within the paved section of the ROW result in fewer conflicts for installation of roadside LID BMPs.	PWS 4.35	only HMA or traditional concrete allowed, consider allowing permeable pavement	City is open to the use of permeable pavement that is well designed and appropriate for the area.
Placement of utilities under paved areas in the ROW	Does the code allow utilities to be placed under the paved section of the ROW? (Allows fewer conflicts for installation of roadside LID BMPs)		PWS details	utilities must be installed in utility corridor alongside pavement (usually under landscape strip)	Need input from Streets and Electrical
Required turnaround area	Is the minimum street section necessary for safe access and emergency response being used?	Required turnaround radius or street width can conflict with minimizing impervious surfaces		Minimum street paved width is 26', minimum access paved width is 14' or 20' for fire access	Need input from Fire and Rescue
Sidewalk widths	What is the minimum sidewalk width allowed?	Reducing sidewalk widths reduces total impervious area and required ROW width.	PWS Details	5' min	Need input from streets
Sidewalk slope	Does the code contain sidewalk slope direction requirements?	Sidewalk slopes can be adjusted to drain towards a LID BMP or native vegetation area along the roadway instead of directly into the street	PWS Details	2% slope toward roadway/ landscape strip	Need input from streets
Use of permeable pavement for sidewalks	Is permeable pavement allowed for sidewalks?	Use of permeable pavement on sidewalks provides stormwater infiltration and reduces stormwater runoff	17.44.110(J)	permeable pavement allowed for walkable areas under LID guidelines,	Need input from streets
Minimum cul-de-sac radius	What is the minimum cul-de-sac radius (35' optimal depending on emergency vehicle needs).	Reducing minimum cul-de-sac radii can decrease impervious surface	12.24.110	ROW radius = 50', Paved radius = 40'	Need input from streets
	Can a landscaped island be placed in the center of the cul-de-sac and used for stormwater flow control and treatment?		12.24.110	no mention of island	Need input from streets

	Questions Reviewed	Importance	Section Reference	General Notes (consultant)	City Notes (Public Works)
Alternatives to cul-de-sacs	Can hammerhead turnarounds or loop roads be used instead of standard cul-de-sacs?	Alternatives turnarounds result in less impervious surface coverage compared to a circular cul-de-sac.	12.24.110, PW Std Detail ST-12	no mention of alternatives	Need input from streets
Parking					
Minimum parking ratios	What is your minimum parking ratio for the office bldg, shopping center, SFR?	Adjusting minimum parking ratios can reduce the amount of impervious surface and ensure that you are not requiring more parking than is needed.	17.48.040	office: 1 space/400 sqft, retail: 1 space/300 sqft, SFR: 2 spaces/unit	Need input from streets
Maximum parking ratios	Are the parking requirements set as maximum or median (rather than minimum) requirements?	Establishment of a maximum parking ratio can be an effective strategy for reducing large and underutilized parking areas.	17.48.040	listed as minimums	Need input from streets
	Can a maximum number of parking spaces be specified?			not currently included, consider listing as maximums	Need input from streets
Permeable paving use	Can permeable pavement be used for parking areas, parking lanes, and/or parking spaces?	Permeable pavement is applicable to low-volume, low-traffic surfaces, and allows for infiltration of stormwater.	PWS 4.19, 13.26.180	Combination grass/paving systems are approved surface material types, however, their use requires submittal of an overall parking lot paving plan showing the limits of the grass/paving systems and a description of how the systems will be irrigated and maintained. If the Public Works Director determines the grass/paving system is not appropriate for the specific application, alternate approved surfacing materials shall be utilized. Adopting the 2012 Manual encourages LID.	
	Can permeable pavement be incentivized for spillover (infrequently used) parking areas?		13.26.180	Adopting the 2012 Manual encourages LID; by doing so, if permeable pavement is used, there is less volume to be detained and therefore, less cost for detention	
Parking Stall Dimensions	What is the min. stall length and width for a standard parking space?	Impervious surface area can be reduced with: compact spaces/narrowing of the parking space; reduced length; reduced width.	17.48.020	length: 20', width: 9'	Need input from streets
	Can the parking stall length and/or width be reduced?		17.48.020		Need input from streets
	Are a fixed percentage of stalls (15-35%) assigned to compact cars?		17.48.020	30% of stalls in lots with >10 spots may be compact stalls	Need input from streets
Driving aisle dimensions	Is the driving aisle wider than required by the fire department?	A reduction in driving aisle width can have a significant impact in overall impervious surface coverage.	17.48.020	aisle: 20' wide, unclear what fire requirement is	Need input from Fire and Rescue
	Can one-way aisle be used in conjunction with angled parking stalls instead of two-way aisles?		17.48.020	yes	
Design Guidelines and Standards					
Trees and bioretention	Are specific street tree species included in the design guidelines and standards?	Some street trees are not compatible for use	PWS 4.28(E)3, 17.440.110(M)	Some specific trees excluded in PWS, specific trees stated for different areas of City	

	Questions Reviewed	Importance	Section Reference	General Notes (consultant)	City Notes (Public Works)
	Can flexibility be incorporated to allow alternative tree species that are compatible with bioretention and can also meet similar street tree aesthetic requirements?	in bioretention areas due to variable moisture conditions.		Specific trees in code are not specifically suited for bioretention, consider referencing LID design manual list of trees	
	Are conventional curbs and gutters required?	Continuous curb requirements do not allow flexibility in street design, making integration of roadside bioretention difficult.	12.24.160(D), PW Detail ST-35		
	Can the curb and gutter requirement be eliminated or adjusted to allow the use of curb cuts or "invisible" curbs (flush with the road surface)?		12.24.160, PW Detail ST-35/36	no mention of invisible curb option	
	Are minimum curb radii requirements specified for street intersections or pedestrian bulbs?	Curb radii requirements may restrict use of LID BMPs adjacent to roadways and sidewalks.	PWS 4.02(B)	25' to 30'	
	Can curb radii requirements be reduced to provide additional space for LID BMPs?			no mention - consider different allowances for LID installations	
Stormwater Management and Maintenance					
	Does the adopted stormwater manual outline maintenance standards and/or procedures and procedures need to be in place?	In order to maintain the benefits of LID facilities over time, clearly written maintenance standards and procedures need to be in place	13.26.020, 13.26.200(G), 13.26.240	Adopt new 2012 manual although 2005 manual has maint. Standards; references manual for standards	Yes
	Does the code allow access to inspect, maintain, and repair the facility if a private property owner fails to maintain the facility?	A jurisdiction's code may require a covenant or easement agreement for the construction of a stormwater facility. The agreement may require the facility owner to perform certain maintenance activities and grants the jurisdiction limited authority to access the site (through an easement or agreement) for facility inspection, maintenance, or repair work.	13.26.250	allows city to inspect storm facilities	Yes
	Does the code include mechanisms to ensure reimbursement for any maintenance activities conducted?		13.26.290		?
	Are public easements, maintenance covenants, or other legal agreements required?	Enforcement is necessary to proper construction procedures and long-term maintenance of LID BMPs.	13.26.200(K)	References Min Req 11 for financial liability for performance standards	We require maintenance covenants, not sure if codified
	Are incentives (reduction in stormwater fees) provided for private property owners that meet their maintenance requirements?		13.26.090(F)	Previously provided detention system 75% or 25% credit; Apply to all now?	PW has discussed and favors the idea of bringing back incentives. Basing them on LID instead of detention is the new way.
Subdivision and Planned Unit Development (PUD)					
	Does a minimum percentage of open space have to be managed in natural condition?	Open space requirements typically specify a percentage of area that is required to be set aside in a subdivision. This can result in a reduction in the amount of impervious area		no mention of open space preservation requirements	Working with Planning (Brittany Port) on these questions. She has done some preliminary code additions for Title 17.
	Can the open space requirement be increased?				

Questions Reviewed	Importance	Section Reference	General Notes (consultant)
Are open space areas required to be consolidated into larger units?	within a development playgrounds, ball fields, pools, and skate parks which involve large impervious or pollution-generating pervious areas.	17.14.010/17.41.020	yes
Passive vs. active (recreation) open space requirements	Passive recreation areas include undeveloped or minimally developed areas such as rustic picnic areas, benches, and trails.	17.41.020	no mention
Can LID BMPs such as bioretention count towards passive open space requirements?	Integrating LID into subdivision codes can allow designers to count bioretention areas, dispersion areas, and other conserved open space toward passive open space requirements.		no mention
Are native vegetation areas that integrate pervious passive recreation areas, stormwater dispersion facilities, and/or stormwater restoration projects allowed?			code doesn't contain description of PUDs
Opportunities for performance based designs/PUDs	Performance based designs (often called PUDs) allow for flexibility to cluster uses in exchange for increased open space, and to increase opportunities for implementing LID techniques.		code doesn't contain description of PUDs
Critical Areas and Shoreline Management			
Allowance of LID BMPs in critical areas/shorelines when compatible	Some regulations may not allow for LID techniques within critical areas, shorelines, sensitive areas, or their associated buffers; however, if designed and maintained properly, LID facilities located within or adjacent to these areas can have a positive impact on these areas	18.16.640(H), 18.16	
Are LID BMPs allowed within or adjacent to critical areas/shoreline/sensitive area/wetland buffers?		18.16.320(C)7a	allowed and can meet requirements for buffer reduction
Can native vegetation associated with LID BMPs be used to meet buffer enhancement requirements?		18.16.520(C), 8, 18.16.640(D), 5	buffer reductions allowed when using LID, at discretion of Land Admin.



Agenda Item #: 6.A.ii

To: Mayor Perry and Planning Commission Members
From: Mark Howlett, P.E., City Engineer/Interim Public Works Director
Date: May 16, 2016
Re: State Route 167 Project Update

ATTACHMENTS: Puget Sound Gateway Program – Steering Committee Handouts

TYPE OF ACTION:

Information Discussion Action Public Hearing Expenditure

Issue: The Washington State Department of Transportation has been planning the State Route 167 – Puyallup to State Route 5 link for a couple of decades.

The Washington State Legislature, during last year's session, included in the state budget a funding mechanism to make this project a reality.

Staff will provide the Commission an update on this project.

Puget Sound Gateway Program

SR 167 Completion

Steering Committee Meeting No. 2
May 9, 2016

CRAIG J. STONE, PE GATEWAY PROGRAM ADMINISTRATOR
STEVE FUCHS, PE SR 167 PROJECT MANAGER

Agenda

- Welcome & Introductions
- Travel Demand Forecasting Model
- Review of Project Needs
- Practical Solutions Approach
- Next Steps

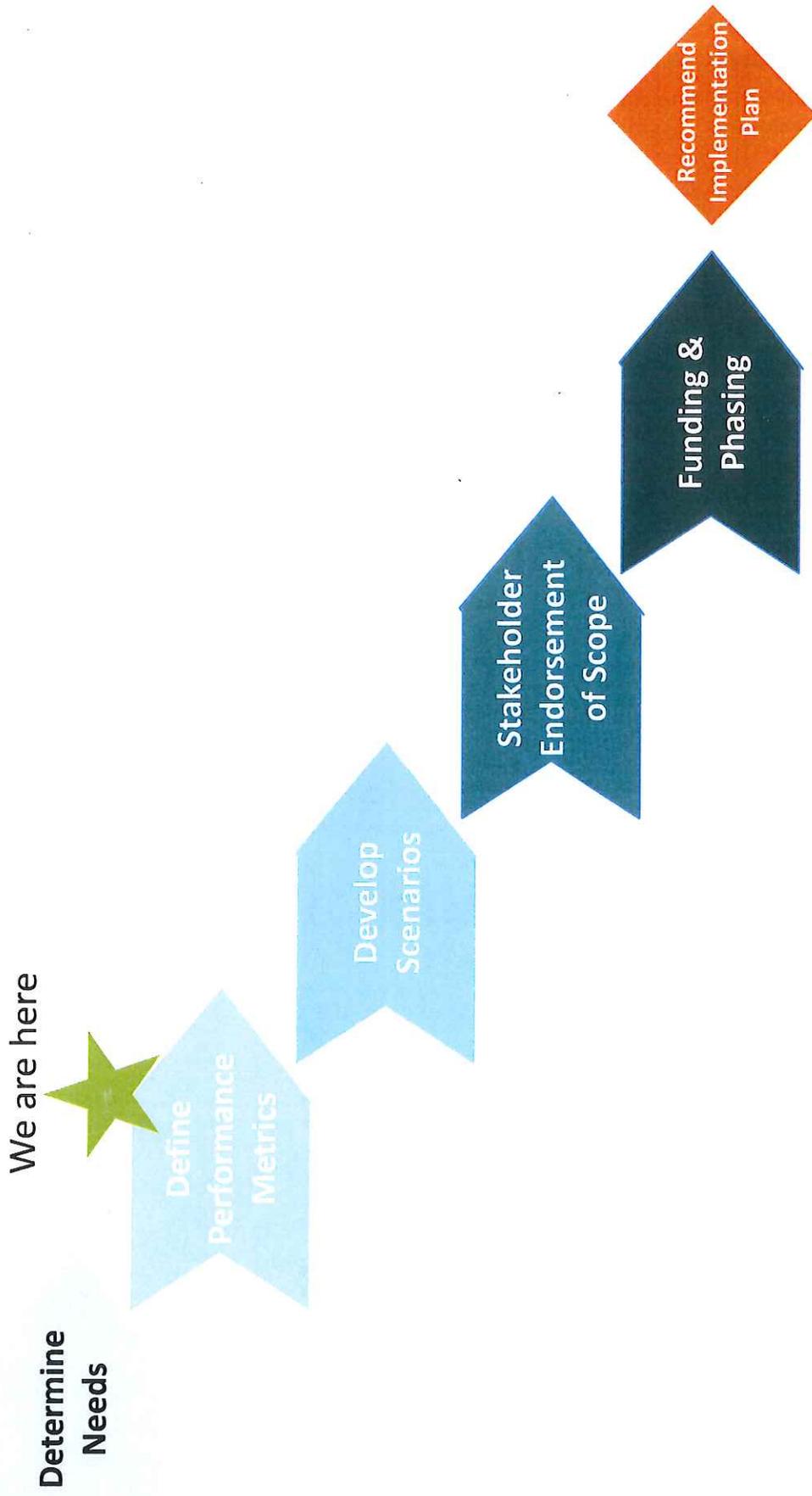
Legislative Direction

In making budget allocations to the Puget Sound Gateway project, the department shall implement the project's construction as a single corridor investment.

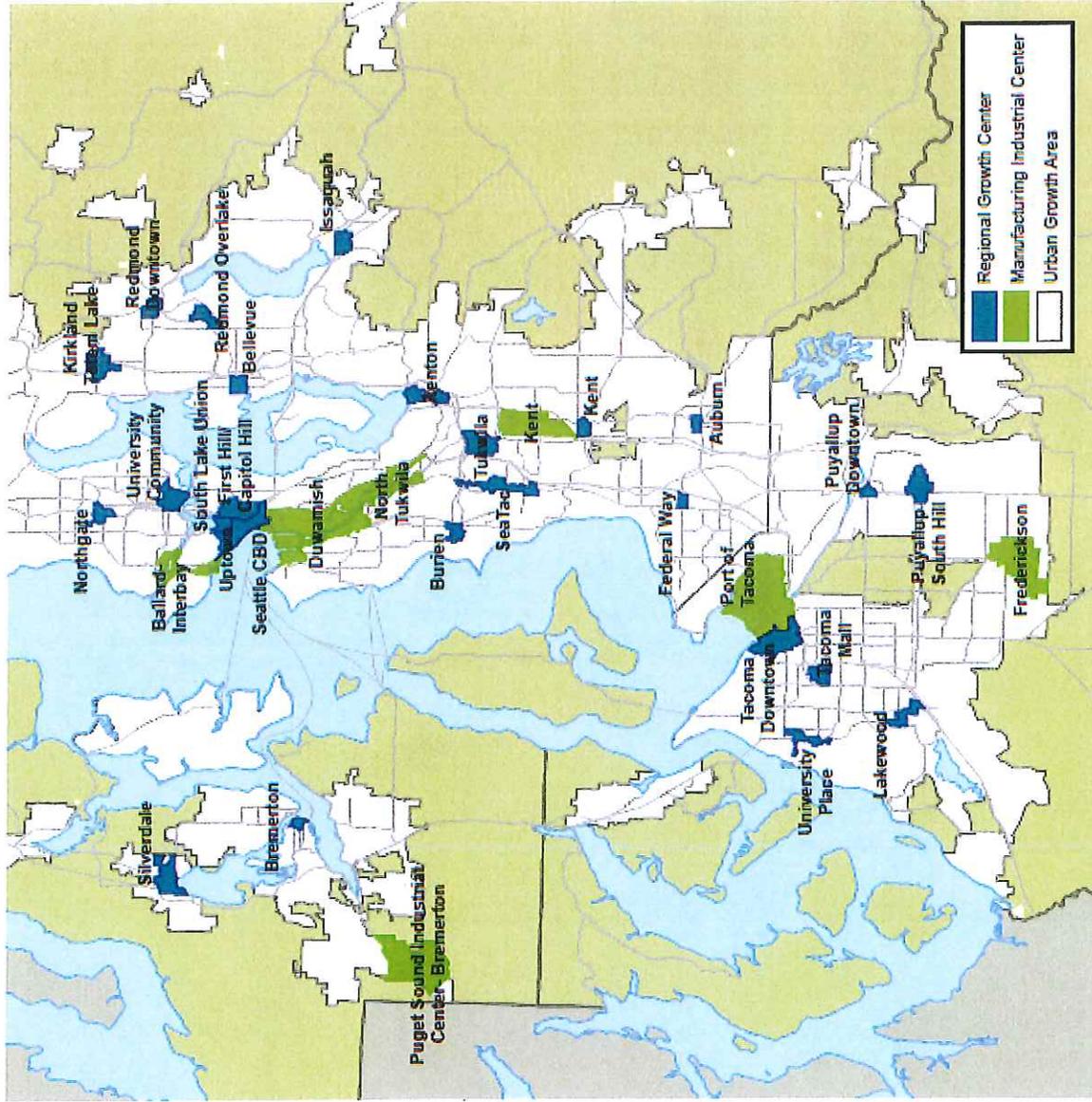
The department shall develop a coordinated corridor construction and implementation plan for SR 167 and SR 509 in collaboration with affected stakeholders.

Specific funding allocations must be based on where and when specific project segments are ready for construction to move forward and investments can be best optimized for timely project completion. Emphasis must be placed on avoiding gaps in fund expenditures for either project.

SR 167 Steering Committee 2016 Work Plan



Context for the Project



- PSRC 2040
- Comprehensive Plans
- Urban and Manufacturing Industrial Centers
- Input from stakeholders

Previous Traffic Forecasting

- High levels of peak period demand
- Used state-of-the-art forecasting that was available at the time (2006 PSRC)
 - Second generation tolling methodology by time of day
 - No full scale micro-simulation analysis

Current Traffic Forecasting

- Still showing travel demand growth
- State-of-the-art forecasting (2015 PSRC)
 - Time of day demand
 - Newest trip generation inputs (2010)
 - Greater network and transit resolution
 - Capacity constraints reflected
- Enhanced tolling analysis
 - Legislative intent to toll

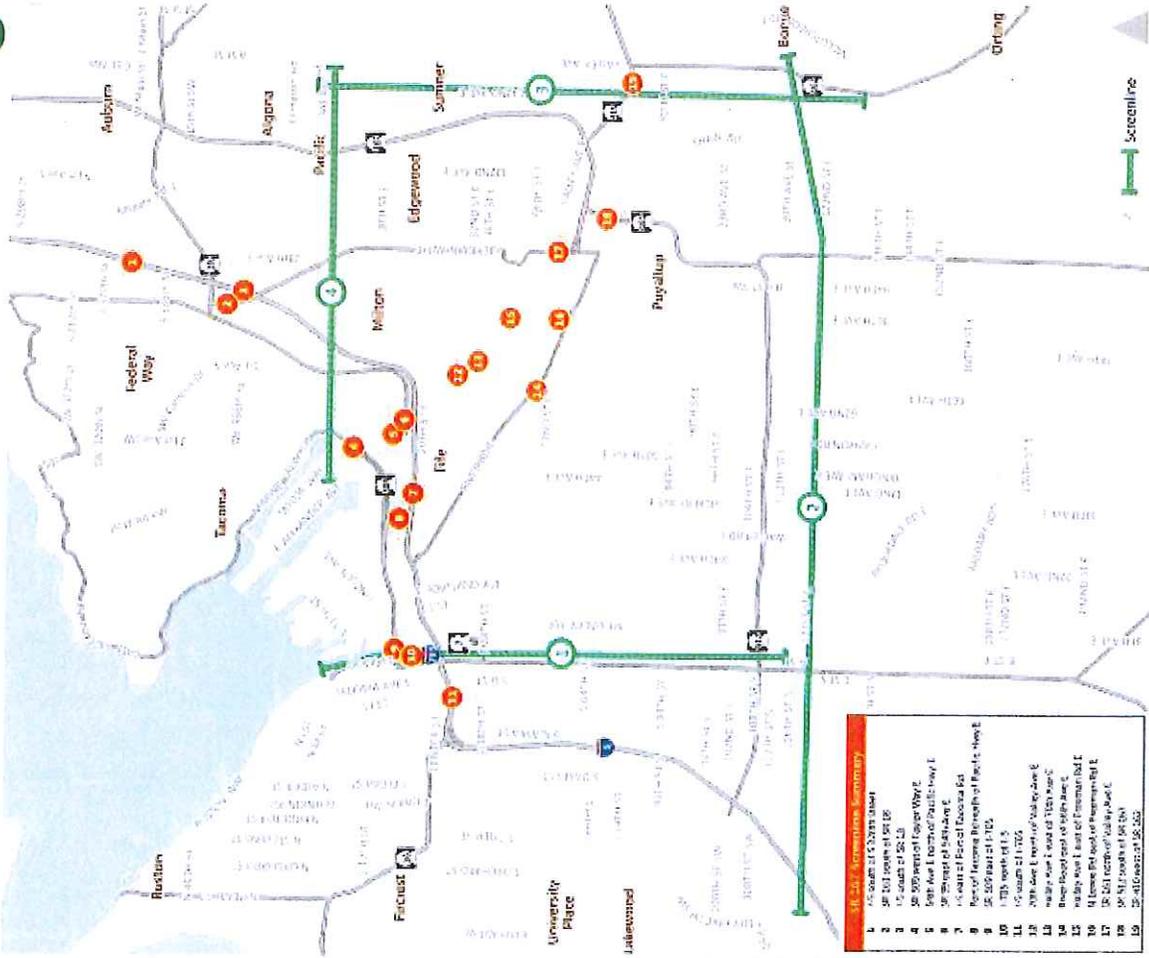
SR 167 Traffic Forecasting Approach

Assumed Transportation Projects

- Local agency plans
- WSDOT regional projects
- Sound Transit 3

Trucks

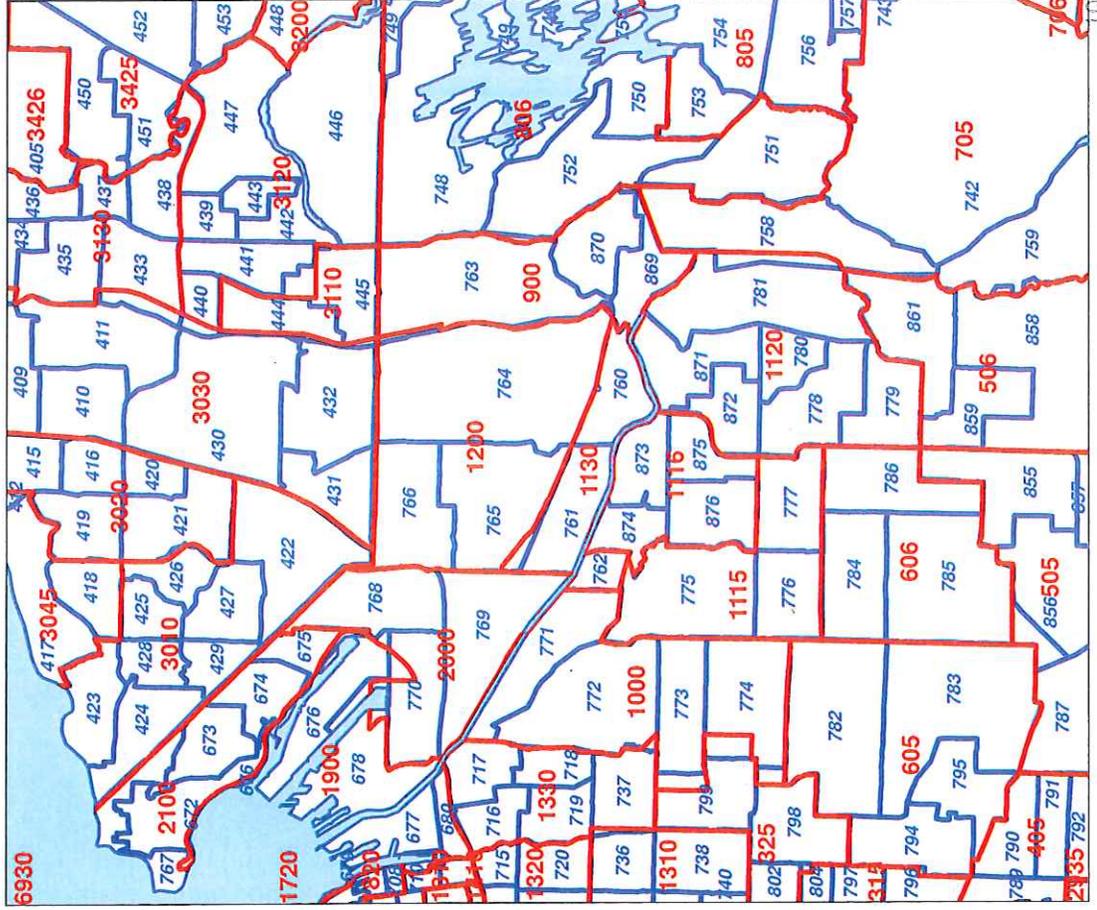
- Limited truck data available
- PSRC truck module (updated)
- Exploring freight flow data
- Existing truck counts (Tideflats, PSRC)
- Tacoma marine terminal truck info



SR 167 Traffic Forecasting Approach

Model Input (cont.)

- 2015/2025/2045
- PSRC Land Use Vision forecasts
- Area specific forecasts
- Comprehensive Plans
- Land use distributions



SR 167 Traffic Forecasting Application

Data extracted from the model

- By facility and area:
- Future year demands
- Travel time
- Delay

SR 167 Traffic Forecasting Application

Discussion

Legislative & WSDOT Executive Order – Practical Solutions

- **WSDOT Executive Order 1096:**
 - *WSDOT will design transportation infrastructure related solutions that are targeted to **address the essential needs of a project, not every need.** In doing so, designs are developed with criteria that achieve stated performance for the least cost...*
- **ESHB 2012:**
 - *(1)(a) For projects identified as connecting Washington projects... The legislature encourages the department to continue to institutionalize innovation and collaboration in design and project delivery with an eye toward the most efficient use of resources. **In doing so, the legislature expects that, for some projects, costs will be reduced during the project design phase due to the application of practical design***

Review of Project Needs

2006 EIS Purpose and Need:

Purpose:

- Improve regional mobility of the transportation system to serve multimodal local and port freight movement and passenger movement between (1) the Puyallup termini of SR 167, SR 410, and SR 512 and (2) the I-5 corridor, the new SR 509 freeway, and the Port of Tacoma.

Need:

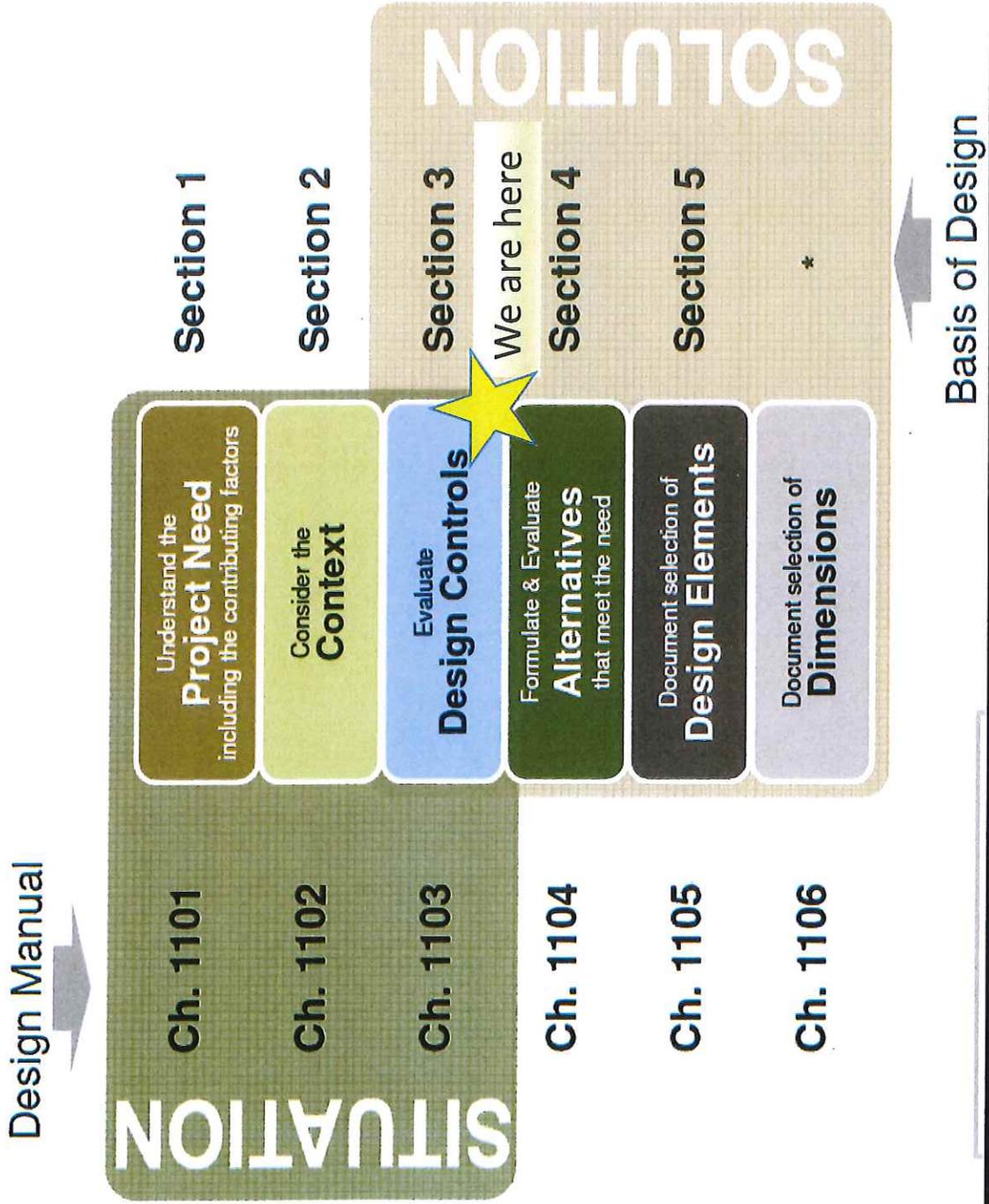
- Complete transportation system linkages, accommodate travel demand and capacity needs, and improve intermodal relationships.

Review of Project Needs

2006 EIS Objectives:

- Support local and regional comprehensive planning and development
- Relieve local congestion & improve safety
- Serve multimodal local/port freight & passenger vehicles
- Improve system continuity and regional mobility
- Improve air quality
- Design project in an environmentally responsible manner
- Provide cost-effective alternatives and solutions

Practical Solutions Approach



Essential Needs

Essential Needs Meeting 1

Updated Essential Needs

- 1 • Complete freeway network (close the gap)
 - Complete Freeway Network / Redundancy Achieved
- 2 • Improve freight travel time and reliability
 - Reduce travel time between Urban Centers and Manufacturing Industrial Centers in Pierce & S. King County
- 3 • Improve freight travel time and reliability
 - Improve travel time reliability between Urban Centers and Manufacturing Industrial Centers in Pierce & S. King County
- 4 • Ease congestion on local streets by providing direct freeway access to Port of Tacoma
 - Reduce hours of delay in the project subarea network
 - Maintain or improve I-5 operations between I-705 and SR 18
- 5 • Support Regional Growth Centers for Tacoma, Puyallup, Auburn & Kent and Industrial Centers for Tacoma, Frederickson, Kent & Sumner-Pacific (Proposed)
 - Improve economic vitality
 - Support local and regional comprehensive land use planning and development
- 6 • Improve transit operations and connections to transit
 - Will be addressed by mode in the performance metrics*
- 7
 - Reduce number of serious injury and fatal crashes

Contextual Needs

Contextual Needs Meeting 1	Updated Contextual Needs
1 • Support local and regional comprehensive planning and economic development	<i>Moved to Essential Needs (part of economic vitality)</i>
2 • Improve access to Tacoma, 2 nd largest city in Puget Sound, Pierce County's civic, cultural, and economic hub	<i>Moved to Essential Needs (part of travel time and reliability)</i>
3 • Improve connectivity across the Puyallup/White River Valley in support of distribution centers	<i>Moved to Essential Needs (part of urban centers concept)</i>
4	<ul style="list-style-type: none"> • Reduce the number of serious injury and fatal crashes on local arterials
5 • Decrease demand on local arterials, decreasing delay and increasing safety	<i>Moved to Essential Needs (part of reduce hours of delay in the subarea network)</i>

Contextual Needs - Continued

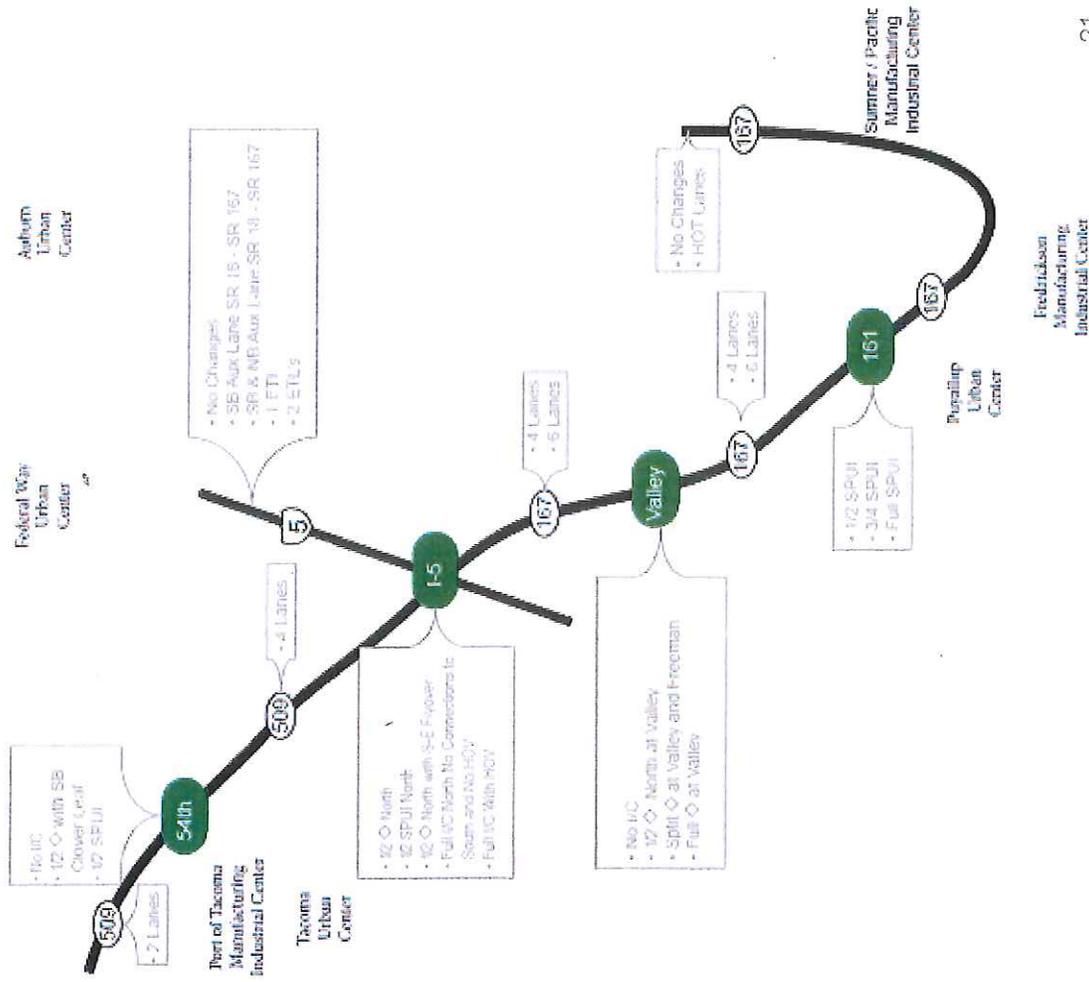
Contextual Needs Meeting 1	Updated Contextual Needs
<p>6 • Improve ability to get products from Eastern Washington to the Port of Tacoma</p>	<p><i>Moved to Essential Needs (part of travel time reliability)</i></p>
<p>7 • Provide pedestrian connectivity • Provide bicycle connectivity</p>	<ul style="list-style-type: none"> • Reduce pedestrian vehicle exposure • Continuity and consistency of pedestrian and bicycle facilities
<p>8</p>	<ul style="list-style-type: none"> • Maintains forward compatibility with EIS
<p>9</p>	<ul style="list-style-type: none"> • Reduce right of way impact
<p>10</p>	<ul style="list-style-type: none"> • Reduce area of impact to sensitive areas
<p>11</p>	<ul style="list-style-type: none"> • Compatibility with Sound Transit ST3

Developing Scenarios



SR 167 Completion Project Scenarios 1-5

April 26, 2016

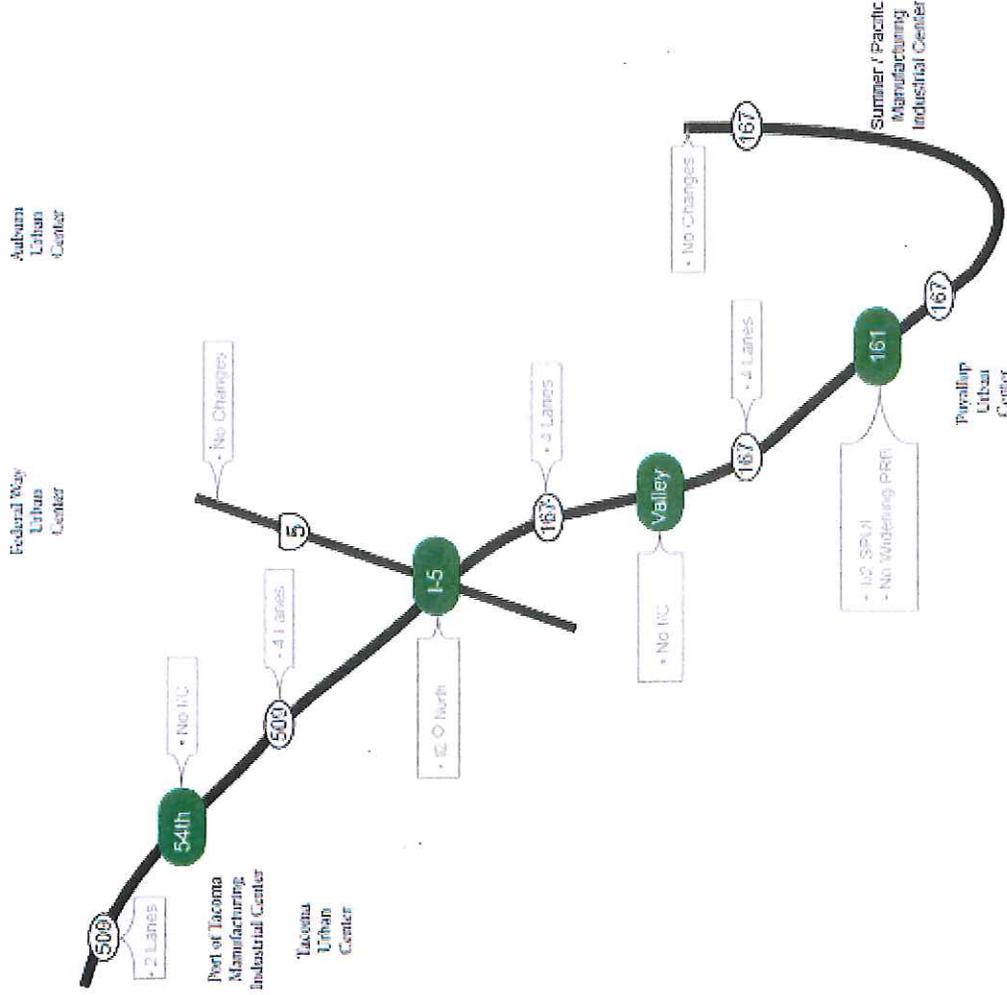


Developing Scenarios



SR 167 Completion Project Scenario 1: Closing the Gap

April 25, 2016

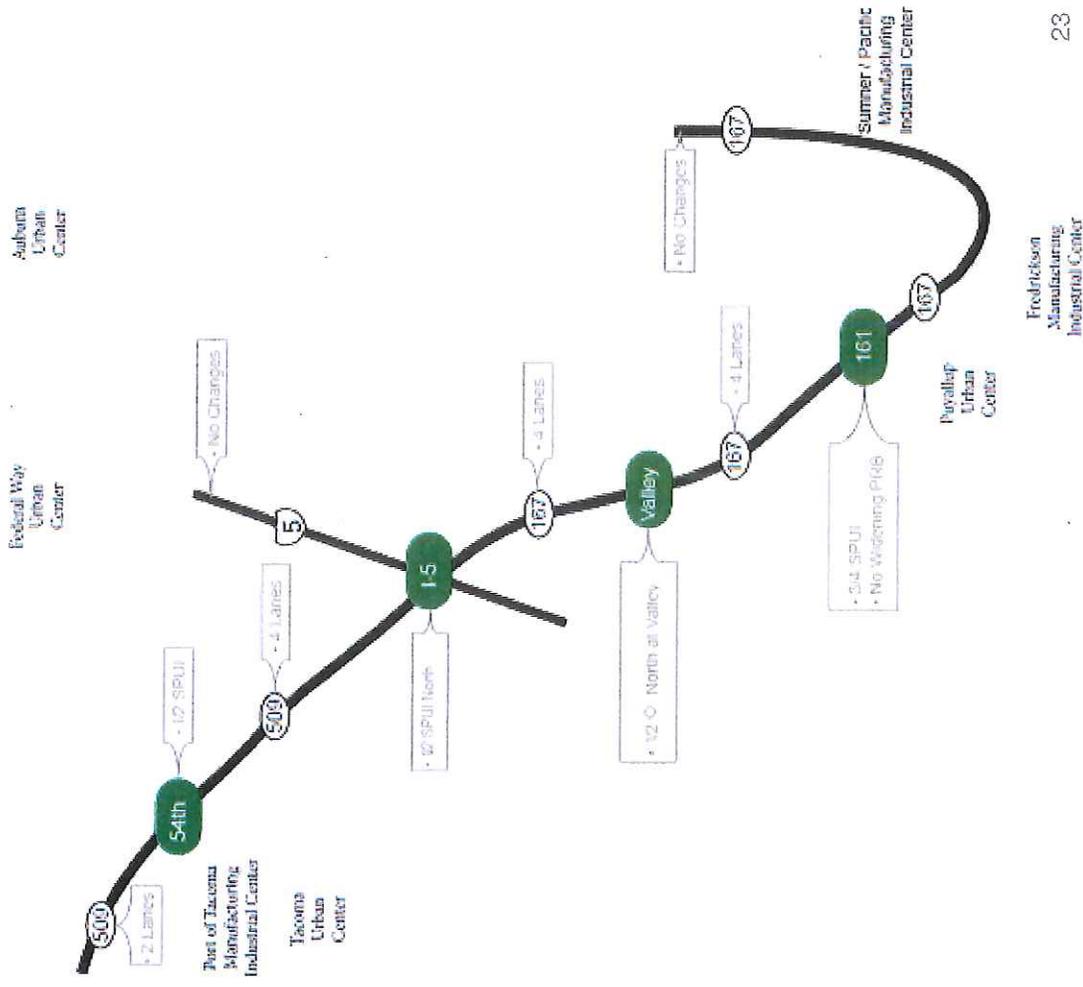


Developing Scenarios



April 25, 2016

SR 167 Completion Project Scenario 2: Moderate Connectivity

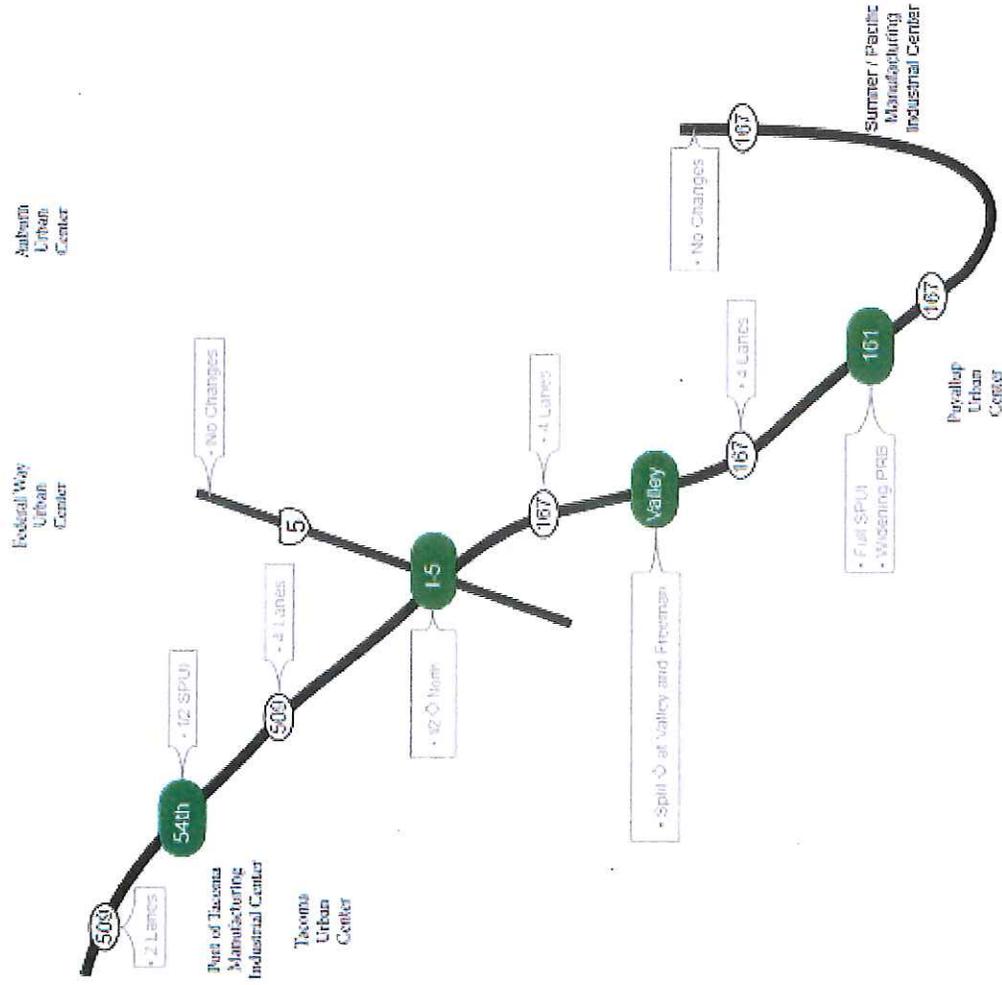


Developing Scenarios



SR 167 Completion Project Scenario 3: Gateway

April 25, 2016

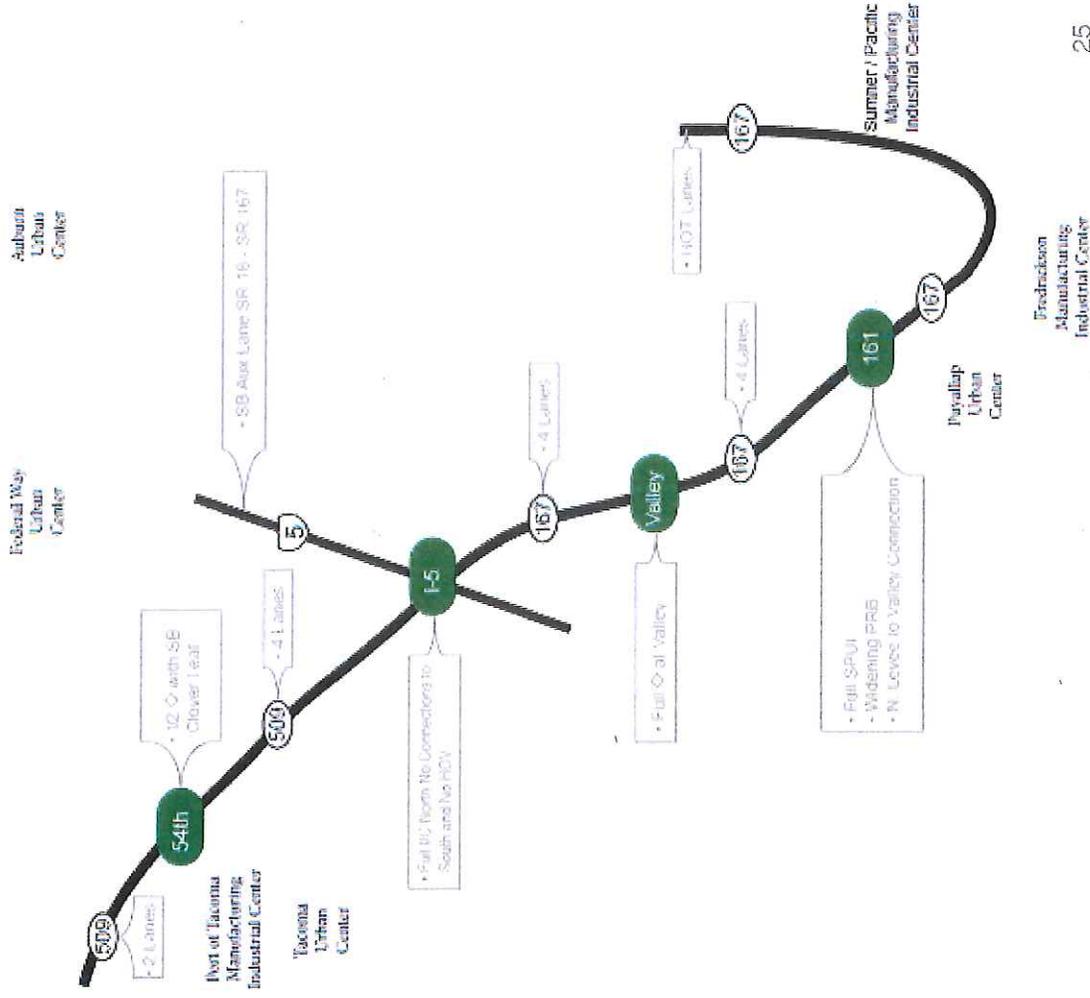


Developing Scenarios

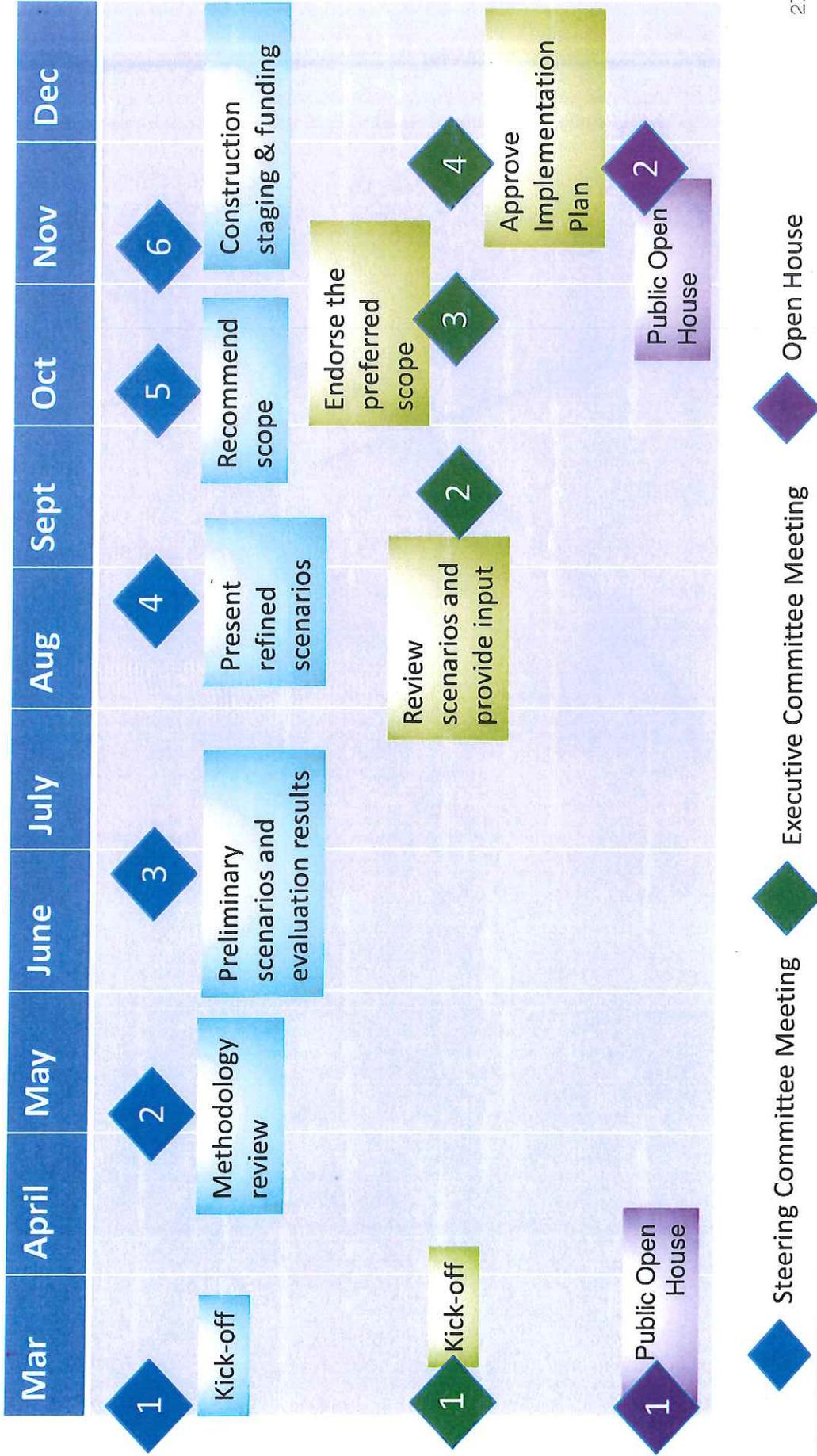


SR 167 Completion Project

Scenario 4: Full Connectivity



Project Schedule (SR 167)



More information:

Craig J. Stone, PE
Puget Sound Gateway Program Administrator
(206) 464-1222
stonec@wsdot.wa.gov



Agenda Item #: 6.A.iii

To: Mayor Perry and Planning Commission Members
From: Mark Howlett, P.E., City Engineer/Interim Public Works Director
Date: May 16, 2016
Re: Substandard Lots

ATTACHMENTS: Excerpts from Milton Municipal Code for Substandard Lots
Example Code from Other Jurisdiction for Substandard Lots
Seattle Times Article Regarding Snohomish County Small Rural Lots

TYPE OF ACTION:

Information Discussion Action Public Hearing Expenditure

Issue: Milton Municipal Code Section 17.44 includes provisions for the construction of a single family residence on a lot that does not meet the lot size specified for the zoning district in which the lot is located.

The Commission has requested that this item be presented and discussed to determine whether the Commission wishes to provide a recommendation to the City Council regarding proposed revisions to the Code.

Excerpts from Milton Municipal Code for Substandard Lots

17.08.524 Lot, substandard.

"Substandard lot" means a parcel of land that has less than the minimum area or minimum dimensions required in the zone in which the lot is located. (Ord. 1405 § 2, 1999).

17.44.040 Area and width exceptions for substandard lot.

A single-family dwelling may be established on a lot which cannot satisfy the lot area or lot width requirements of the zoning district, where the lot at the date the applicable requirement was enacted was owned by a person or persons other than the owners of the adjoining lot; provided, however, that the yard requirements shall remain the same; and provided, that the lot is located in a zone which allows residential uses. (Ord. 1405 § 2, 1999).

Example Code from Other Jurisdiction for Substandard Lots

Chapter 17.128 SUBSTANDARD LOTS

Sections:

- 17.128.010 Findings.
- 17.128.020 Required minimum lot area and width defined.
- 17.128.030 Permit issuance—Considerations for determination.
- 17.128.040 Merging lots allowed when.
- 17.128.050 Common ownership.
- 17.128.060 Nonresidential lots that are substandard according to the provisions of Ordinance No. 1330.

17.128.010 Findings.

A serious threat to proper land use planning exists in certain areas within the city which were subdivided into lots which are substandard in terms of the subsequently enacted zoning ordinances. In many cases property owners have upgraded many lots within these subdivisions by merging two adjoining substandard lots into one home site before building. Building on unmerged substandard lots would, in many cases, pose a threat to the health, safety and general welfare of the neighborhood within which such lots are located. (Prior code § 17.23(1))

17.128.020 Required minimum lot area and width defined.

As it applies to this chapter, the required minimum lot area and minimum average width for lots within the R-3 district, either platted before August 15, 1989 or within a landsplit, shall be twenty thousand (20,000) square feet and one hundred twenty (120) feet, respectively. Also, as it applies to this chapter, the required maximum average width for lots within the R-2 district, either platted before August 15, 1989 or within a landsplit, shall be one hundred twenty (120) feet. (Prior code § 17.23(2)(a))

17.128.030 Permit issuance—Considerations for determination.

Where, in a residential district, a lot existing on December 8, 1965, or the date of any amendment hereto, shall have a minimum average width or lot area more than one-third smaller than required by the provisions of this title applying to the district where the lot is situated, no building permit shall be issued until the city shall decide in the manner provided herein that the construction of a building on such lot will not impair the health, safety and general welfare of the neighborhood in which such lot is located. In making its decision, the deciding authority shall consider whether construction on a particular lot would impair health, safety and the general

welfare of the neighborhood by the unsatisfactory disposal of sanitary wastes or depreciation of property values. The owner of a substandard lot seeking such a decision by the city shall file an application with the city clerk requesting a permit to build on his lot and such application shall be referred to the plan commission for advice to the council. If within sixty (60) days of the filing of the application with the clerk, the council, by resolution, shall decide that the application raises questions of principle which ought to be decided and applied simultaneously to all substandard lots in the subdivision, the council shall, after receiving the advice of the plan commission and after a public hearing, review the circumstances surrounding all substandard lots in the subdivision and make a decision with regard to the status of each substandard lot in such subdivision, all within one hundred twenty (120) days of the filing of the application unless this period shall be extended by consent of the applicant. If the council shall not act within sixty (60) days of the filing of the application, or shall earlier expressly so resolve, the application shall be referred to the board of zoning appeals for disposition in accordance with this chapter. (Prior code § 17.23 (part))

17.128.040 Merging lots allowed when.

The deciding body shall consider whether it is reasonably possible and practical for the substandard lots in question to be merged with all or part of an adjoining or abutting lot so that the resulting building site would comply or more nearly comply with the minimum area and minimum average width provisions of the zoning district and may authorize the granting of a building permit only if satisfied that such a merger is not possible or reasonably practical. Such merger would be accomplished by a redivision of land as provided. (Prior code § 17.23(3))

17.128.050 Common ownership.

For the purposes of this chapter, lots shall be considered as owned by the same person when they are owned by the same individual or corporation; an individual and another in joint tenancy, or as tenants in common and either of said joint or common tenants owns other lots individually or as joint tenant or tenant in common with another; an individual and other lots by his spouse, parents, grandparents, children, grandchildren or the spouse of any child or grandchild, or a brother or sister or spouse of a brother or sister of such person; and when any of said lots are owned by an individual and other lots are owned by a corporation in which said individual is an officer or director or controlling stockholder. (Prior code § 17.23(4))

17.128.060 Nonresidential lots that are substandard according to the provisions of Ordinance No. 1330.

Parcels in nonresidential zoning districts that cannot satisfy the minimum lot area and average lot width standards that are modified by Ordinance No. 1330, May 1, 1990, may be put to uses allowable in the zoning district notwithstanding the deficiency in lot area or lot width if the parcel satisfied the lot area or lot width standards applicable at the time the parcel was legally created, provided the lot area is at least thirty thousand (30,000) square feet in size and the average lot width is at least one hundred fifty (150) feet if created later than April 18, 1978, but prior to May 1, 1990 or one hundred (100) feet if created prior to April 18, 1978. Parcels having more severe deficiencies in lot area or average lot width in relation to current standards shall be

handled under the special exception procedures of Sections 17.08.040(E) and 17.08.060. The authorization of use of substandard parcels, either by special exception or by the provisions of this section, does not grant or imply any reduction in required setbacks, offsets, ratios of lot coverage or landscape surface or similar standards. (Prior code § 17.23(5))

Criticism, praise over Snohomish County ruling on small rural lots

Originally published March 30, 2009 at 12:00 am Updated March 29, 2009 at 9:37 pm

A Snohomish County judge's ruling that duplexes are not permitted on substandard lots is being denounced by property-rights advocates but praised by environmental activists who say it will prevent overdevelopment of rural areas.

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By

[Lynn Thompson](#)

Seattle Times staff reporter

Some owners of small, undeveloped lots in the Warm Beach area of North Snohomish County thought they'd found a loophole to the strict limits on the amount of land needed to build a single-family house.

They sought permits to build duplexes instead.

In June, the county planning department sided with the landowners, saying county rules didn't specifically prohibit duplexes on the lots that measure 30 by 100 feet — so small that people wanting to build homes must buy several adjacent lots to get a building permit.

Now a Snohomish County Superior Court judge has ruled that duplexes are clearly not permitted on these substandard lots.

Judge Michael Downes issued the oral ruling earlier in the month. The written opinion is expected to be issued Thursday. Property-rights advocates already are denouncing the opinion, saying it greatly restricts

the ability of landowners to develop lots of less than 5 acres in rural areas of the county.

“The ruling is horrendous, absolutely horrendous,” said attorney Charlie Klinge, who represented the Warm Beach landowners. “There are thousands of these properties, and now the only thing you can do with them is build a single-family house.”

Klinge said the judge’s ruling went beyond the duplexes and would limit development on all substandard lots in the county’s rural areas to single-family homes.

He ticked off an alphabetical list of uses that now will not be permitted on the substandard lots, including bed-and-breakfasts, churches, equestrian centers, farmers markets, farm stands, golf courses, kennels, museums, schools, veterinary clinics and wedding facilities.

“Dozens of traditional uses in rural areas are now declared to be illegal,” Klinge said.

But environmental groups and activists hailed the ruling, saying it protects the county’s rural areas from overdevelopment.

“This will help rural lands stay rural, which is what people want,” said Kristin Kelly, Snohomish County program director of the environmental group Futurewise.

The Warm Beach lots were subdivided back in 1909, before county restrictions on minimum lot size in rural areas were adopted. In most rural areas of the county, new homes require a minimum of 5 acres.

Since 1990, the county has permitted owners to build a house on these lots, as long as there is enough land for a septic system. That often has meant combining three or four properties.

The idea that duplexes could be built on the tiny slices of land where houses were not permitted was “hogwash,” said Ellen Hiatt Watson, president of the citizens group 7-Lakes, which sued the planning department over its interpretation to allow duplexes.

Watson, who is running for the Snohomish County Council against incumbent John Koster, said the planning department has been willing to “give away the farm” to developers by creating numerous exceptions to the 5-acre rural zone.

The only thing outrageous about the ruling, she said, was that “citizens have to take their own planning department to court to get them to follow the code.”

Lynn Thompson: 206-464-8305 or lthompson@seattletimes.com

***Lynn Thompson:** 206-464-8305 or lthompson@seattletimes.com; on Twitter: [@lthompsontimes](https://twitter.com/lthompsontimes).*



Agenda Item #: 6.A.iv

To: Mayor Perry and Planning Commission Members
From: Mark Howlett, P.E., City Engineer/Interim Public Works Director
Date: May 18, 2016
Re: Nuisance Code

ATTACHMENTS: Milton Municipal Code 9.53 Regarding Nuisances

TYPE OF ACTION:

Information Discussion Action Public Hearing Expenditure

Issue: At the Planning Commission's Saturday February 27, 2016 Retreat Office Hobbs, the City's Code Enforcement Officer presented information regarding nuisance vehicles and presented to the Commission some of the challenges he faces regarding code violations and the overall enforcement of nuisances.

It was decided that this item should be revisited and the Commission should take a comprehensive review of the City's Nuisance Code and make a recommendation to City Council about proposed revisions to the Code.

Chapter 9.53 NUISANCE CODE

Sections:

- [9.53.010](#) Purpose.
- [9.53.020](#) Definitions.
- [9.53.030](#) Unlawful to permit or maintain nuisances.
- [9.53.040](#) Public nuisances enumerated.
- [9.53.060](#) Complaints and investigation.
- [9.53.070](#) Enforcement.
- [9.53.190](#) Additional enforcement procedures.

9.53.010 Purpose.

To create regulatory procedures to:

- A. Maintain and upgrade the enjoyment by the public of public property;
- B. Maintain and enhance the value of private property within the boundaries of the city of Milton; and
- C. Maintain the health, safety and security of the residents of the city of Milton. (Ord. 1675 § 1, 2006).

9.53.020 Definitions.

“Nuisance” means unlawfully doing an act, or omitting to perform a duty, which act or omission annoys, injures or endangers the comfort, repose, health or safety of others; offends decency; obstructs or tends to obstruct, or render dangerous for passage, any stream or waterway, or any public park, square, or commons, or street, alleyway, or right-of-way; or in any way renders persons insecure in life or in the use of property.

“Public nuisance” means a nuisance which occurs on public property or affects equally the rights of an entire community or neighborhood, although the extent of damage may be unequal. (Ord. 1675 § 1, 2006).

9.53.030 Unlawful to permit or maintain nuisances.

It is unlawful for any person, by himself or by his agents or employees, or as the agent or employee of another person, firm or corporation, to do or permit to be done upon any premises over which he has control, or maintain, carry on, suffer or allow any of the acts or things declared to be public nuisances by any chapter of the MMC; or to do or cause or permit or suffer to be done, or to maintain any act or thing which is detrimental or injurious to public health, or offensive to the senses, or contrary to public decency or morality. If the owner or

agent of any premises has actual or constructive knowledge of the maintenance on or in his premises of any public nuisance, as defined in any chapter or section of the MMC, he shall be deemed one of the persons in control of the premises. (Ord. 1675 § 1, 2006).

9.53.040 Public nuisances enumerated.

Public nuisances shall include, but not be limited to, the following:

A. Abandoned, used or unused, discarded or stored icebox, refrigerator, freezer or other containers having a door with a latch or lock that cannot be opened from the inside.

B. The improper storage or keeping of any explosives, chemical substances, mixtures or wastes as defined in the Toxic Substances Control Act, [15 U.S.C. Sections 2601 through 2692](#); hazardous substances, materials or wastes as defined under the Washington Model Toxics Control Act, Chapter [70.105D RCW](#), that could reasonably be expected to be harmful or injurious to the public or children that are used, stored or kept on private property or at a construction site or any commercial property in an unlocked enclosure or in such a manner that it could reasonably be expected that children could access the same.

C. Any structure or building of any nature that is not regularly occupied or that may be abandoned that any person or child could enter and may not reasonably be expected to extricate themselves, or may reasonably be expected that they could be injured thereon.

D. The existence of any open or unsecure well, pit, shaft, storage tank, cistern or any similar situation that is not securely closed and made inaccessible to the general public or children.

E. Open excavations, ditches, trenches or swimming pools whereby an adult or child could reasonably be expected to injure themselves if such adult or child were to fall or slip into the same, other than designed and approved storm detention facilities, where such open excavation, ditch or trench remains open and exposed. Active construction that has ceased for a period of seven days or more, that has open excavations, ditches, or trenches that are not covered or secured, shall qualify as an attractive nuisance.

F. Machinery and equipment on a construction site or on a private lot which is accessible to a child and that may be potentially dangerous if children were to be playing on or about the same. Machinery and equipment includes all motorized construction equipment; electrical, gas-operated and air pressure tools and equipment and potentially dangerous hand tools left in such a condition where adequate precautions reasonably designed to prevent access by an adult or child such as fencing, warnings, red or orange warning tape, patrolling or monitoring of the immediate area in question are missing or not in place.

G. To place or allow to remain the carcass of any animal or any offal, filth, or similarly odorous substance in any place to the offense of others.

H. To throw or deposit any offal or other offensive matter, or the carcass of any dead animal, in or near any watercourse, stream, lake, pond, spring, or well, or in any manner to pollute the water of any such spring, stream, pond, lake, or well, to the injury of others.

I. Bodies of Water. Except for city-approved structures connected to storm drainage systems, to maintain any stagnant, pooled water in which mosquitoes, flies or other insects may multiply.

J. Offensive Smells. To use any building, or other place, in a manner that unreasonably produces obnoxious or offensive smells, and/or produces an odor that is dangerous to the health of individuals or of the public.

K. To maintain an unauthorized place:

1. Wherein any fighting between people or animals or birds shall be conducted; or
2. Wherein any intoxicating liquors are kept for unlawful use, sale or distribution; or
3. Where vagrants congregate.

L. Any violation of the City of Milton Municipal Code, ordinances or regulations.

M. Vegetation.

1. Overhanging limbs or branches that are less than eight feet above a public walkway or sidewalk, or less than 14 feet above a public street; or
2. Vegetation that obstructs or hinders the use of any public walkway, sidewalk, or street, or that obstructs or obscures the view of traffic or traffic control devices; or
3. Dead, decaying or diseased trees or branches that pose a fire hazard or a threat to human life or property; or
4. Grass, weeds, shrubs, bushes, refuse, trees or other types of plants or vegetation that is left growing in an unmaintained or uncontrolled manner or which is left in a pile or piles or scattered about on any property and becomes a fire hazard or a gathering place for rodents, skunks, wasps, or other animals, pests or insects; or

5. Noxious weeds, meaning a plant or plants that when established are highly destructive, competitive or difficult to control by cultural or chemical practices or that may be listed in the "Washington State Noxious Weeds List" established pursuant to Chapter [17.10](#) RCW, that are left growing uncontrolled or left growing where no action is taken to eliminate or eradicate the same, and as a result thereof, the noxious weeds have spread or are reasonably expected to spread to residential properties in the immediate vicinity.

N. Sidewalks.

1. Any protrusion, awning, sign or overhang that inhibits or obstructs use of a public walkway or sidewalk; or
2. Any object or damage that inhibits or obstructs the surface of a public walkway or sidewalk; or
3. Snow or ice not removed from a public sidewalk within a reasonable time; or
4. Accumulations of dirt or debris not removed from a public sidewalk.

O. Insect or Vermin Attractions. Creating or maintaining accumulations of matter, including foodstuffs, that harbors or is an attraction for the infestation of insects or vermin or failing to eliminate such infestations, or failing to eliminate intrusive insects such as tent caterpillars.

P. Garbage, Recyclables, and Compost.

1. Garbage not kept in a proper receptacle with a tight-fitting lid;
2. Recyclables not properly stored and regularly disposed of;
3. Compost not kept in a manner to prevent it from attracting infestations of insects or emitting foul odors.

Q. Construction Materials. Significant accumulations, stacks, or piles of building or construction materials not associated with a permitted, current in-progress project including metal, wood, wire, electrical or plumbing materials in disarray or exposed to the elements on the property.

R. Fire Hazards. Stacks or accumulations of newspapers, cardboard, or other paper, cloth, or wood products left in a manner that could pose a substantial risk of combustion or the spread of fire.

S. Furniture and Appliances. All broken or discarded household furniture, furnishings or equipment, or any appliances not in an approved enclosed structure.

T. Debris and Trash. Accumulations of broken or neglected items, litter, salvage materials, and junk not in an approved enclosed structure.

U. Damaged Structures. Walls, fences or other constructed objects that are decayed, damaged, or in disrepair to the extent that they pose a threat of collapse, structural failure, or falling.

V. Failure to Maintain Community Property. The failure to maintain open space, drainage systems, or any other community facilities as required by a development permit condition of approval or any covenants or deed restrictions required by a development permit. (Ord. 1675 § 1, 2006).

9.53.060 Complaints and investigation.

Enforcement of this chapter or any section of the MMC pursuant to this section shall be initiated upon the filing of a complaint and shall be investigated and enforced as required by Chapter [1.08](#) MMC. (Ord. 1675 § 1, 2006).

9.53.070 Enforcement.

In addition to serving as public nuisances subject to abatement, the prohibition of public nuisances in MMC 9.53.030 shall constitute minimum standards for the use or occupancy of any building, structure or premises. Violation of these minimum standards shall constitute a civil infraction as governed by Chapter [7.80](#) RCW and the Infraction Rules for Courts of Limited Jurisdiction, as now or hereafter amended. Each violation of MMC [9.53.030](#) shall be subject to a \$50.00 monetary penalty for the first violation in any year-long period (Class 3 civil infraction), a \$125.00 monetary penalty for a second violation (Class 2 civil infraction) and a \$250.00 monetary penalty for each violation (Class 3 civil violation) thereafter. Each day of violation shall constitute a separate violation. (Ord. 1675 § 1, 2006).

9.53.190 Additional enforcement procedures.

The provisions of this chapter are not exclusive, and may be used in addition to other enforcement provisions authorized by the Milton Municipal Code except as precluded by law. (Ord. 1675 § 1, 2006).