



**CITY COUNCIL MEETING AGENDA**  
**Council Chambers, 1000 Laurel Street**

**June 9, 2014**  
**Monday**

Special Meeting  
**Study Session**  
**7:00 p.m.**

- 1. Call to Order**
- 2. Roll Call of Council Members**
- 3. Action Items**
  - a. Office Remodel
- 4. Study Items**
  - a. Comp Plan & Uptown Design Stds – Discussion
  - b. 6 Year Transportation Improvement Program
  - c. Reexamine Streets Standards (15-minute time limit)
- 5. Adjournment**

**Note:** Public comment is generally not taken at Study Sessions. However, on some occasions, public comments may be allowed at the discretion of the Chair and Council. The public may also submit written communications, via letters or emails to [dperry@cityofmilton.net](mailto:dperry@cityofmilton.net). Any item received by noon on the day of the meeting will be distributed to Council.

If you need ADA accommodations, please contact City Hall at (253) 517-2705 prior to the meeting. Thank you.

## PENDING COUNCIL AGENDA CALENDAR (Dates are Subject to Change) FOR PLANNING PURPOSES ONLY

<b>June 2014</b>			
Mon 6/09	7:00 pm	Study Session / Special Meeting	A. Comp Plan & Uptown Design Stds – <i>DISCUSSION</i> B. 6 Year Transportation Improvement Program C. Reexamine Street Standards (15-minute time limit) D. Office Remodel – <i>ACTION</i>
Mon 6/16	7:00 pm	Regular Meeting	A. Reappoint Rose Reeves and appoint Kendra Dixon (?) to Planning Commission B. 6-Year Transportation Improvement Program – <i>Public Hearing</i> C. 6-Year Transportation Improvement Program – <i>Ordinance</i> D. Amending Access Tract Code – <i>Ordinance</i> – <b>MOTION ON TABLE</b> E. Street Vacation – <i>Resolution</i> F. Marijuana Moratorium – <i>Extension Ordinance</i>
<b>July 2014</b>			
Mon 7/07	7:00 pm	Regular Meeting	A. Status of Pierce County Library – <i>Presentation</i> (Neel Parikh) B. LIDAR Grant Acceptance – <i>Presentation</i> C. Genesis Project – <i>Proclamation</i> D. Surplus Vehicles – <i>Consent</i> E. Comprehensive Plan Amendment – <i>Ordinance</i> F. Uptown Design Standards – <i>Ordinance</i> G. Annexation Clarification from 2004 – <i>Approval</i> H. Overlay Project – <i>Approval</i> I. Granting of Easement to DOE – <i>Approval</i> J. 2nd Qtr Financial Report K. Police Fleet Acquisitions – <i>Approval</i> L. August council meeting schedule
Mon 7/14	7:00 pm	Study Session	A. Electric System Plan Update B. <del>Biennial Budget Discussion</del> REMOVED C. Police Fleet Vehicle Purchase Plan D. Utility Collections – Amending code language to match state law
Mon 7/21	7:00 pm	Regular Meeting	A. National Night Out – <i>Proclamation</i> B. 2012, 2013 annual reports (SAO) – <i>Approval</i> C. Amendments to Building & Fire Codes D. Water Rate Study scope & fee – <i>Authorize</i> E. Police Chief Panels/Community Meeting – ( <i>tentative</i> )
<b>August 2014</b>			
Mon 8/04	7:00 pm	Regular Meeting	A. DM Disposal – <i>Presentation</i> of Milton Days donation B. ADA Bathrooms
Mon 8/11	7:00 pm	Study Session	A. Meet w/ staff: Stormwater Discussion B. Council Report Protocol
Mon 8/18	7:00 pm	Regular Meeting	
<b>September 2014</b>			
TUESDAY 9/02	7:00 pm	Regular Meeting	A. National Recovery Month – <i>Proclamation</i>
Mon 9/08	7:00 pm	Study Session	
Mon 9/15	7:00 pm	Regular Meeting	
<b>October 2014</b>			
Mon 10/06	7:00 pm	Regular Meeting	A. 3rd Qtr Financial Report
Mon 10/13	7:00 pm	Study Session	
Mon 10/20	7:00 pm	Regular Meeting	



To: Mayor Perry and City Councilmembers  
From: Public Works Director Neal  
Date: April 21, 2014  
Re: Utilizing the old Police Department office space - cost increase \*ACTION\*

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**ATTACHMENTS: New Proposal – will be provided at the Council meeting**

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**TYPE OF ACTION:**

Information Only  Discussion  Action  Expenditure Required:

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**Previous Review:** On April 21, 2014, Council authorized remodeling work on the old Police Department space for a cost not to exceed \$20,000.

**Issue:** The Mayor is proposing remodeling work in the old Police Department space, which will house the offices of the Mayor, City Administrator, and City Clerk, and create a multi-use meeting space for executive sessions, volunteer boards and commissions, and other city business.

**Discussion:** Since Council's authorization of \$20,000 in April, plans for the old Police Department space have changed resulting in an anticipated cost increase. The cost of new carpeting, which was previously hoped to be donated, has been added, along with additional sheet rock work and other items.

The contractor is on hold pending a decision as to this extra work.

More information on the cost increase will be provided at the Council meeting.

**Fiscal Impact:** Additional costs, if approved, will require a budget amendment and will utilize the ending fund balance.

**Recommendation/Action:** "I move to authorize an increase in the old Police Department remodel project, for a new not to exceed cost of \$XXXX."



To: Mayor Perry and City Councilmembers  
 From: Chris Larson, Contact Associate Planner  
 Date: June 9<sup>th</sup>, 2014  
 Re: 2013 Comprehensive Plan Amendments/Uptown Design Standards and Guidelines

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- ATTACHMENTS:
- 1 – 2013 Comp Plan Amendments (previously proposed)
  - 2 – Design Standards and Guidelines Ordinance (previously proposed)
  - 3 – 2013 Comp Plan Amendments (SWW redlines)
  - 4 – Design Standards and Guidelines Ordinance (SWW redlines)
  - 5 – 2013 Comp Plan Amendments (NEW revisions)
  - 6 – Design Standards and Guidelines Ordinance (NEW revisions)
  - 7 – Staff analysis of April 21<sup>st</sup>, 2014 Letter from SWW
  - 8 – Options to Amend Design Standards and Guidelines

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TYPE OF ACTION:

Information Only     Discussion     Action     Expenditure Required

**Recommendation:** Review input from the Ad-Hoc Committee, previous Council input, property owners and staff, prior to providing guidance on final adoption. Staff recommends the Council consider adoption of the 2013 Comprehensive Plan Amendments and Ordinance, consistent with the revisions included in attachments 5 & 6. Furthermore, the Design Standards and Guidelines should then be amended consistent with option 2 or 3 in attachment 8, or as the Council sees fit, to address concerns from key stakeholders.

**Fiscal Impact/Source of Funds:** This was included as part of the 2013 budget. Future work and analysis may require additional funding.

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**Previous Council Review:** This item has been discussed at the Council’s November 11<sup>th</sup>, 2013 regular meeting, November 25<sup>th</sup>, 2013 Ad-Hoc meeting, December 2<sup>nd</sup>, 2013 special meeting, January 14<sup>th</sup> and March 18<sup>th</sup> 2014 Ad-Hoc Meetings, and the April 21<sup>st</sup> 2014 Regular Meeting. The 2013 Comprehensive Plan Amendments and Ordinance that was presented at these previous meetings, is included as attachments 1 and 2, printed on yellow paper.

**Background:** Work on the 2013 Comprehensive Plan Amendments and the Uptown Design Standards and Guidelines were adopted as part of the Planning Commission’s 2013/14 work plan. The Comprehensive Plan adopts Goals and Policies that support the adoption of development regulations. The ordinance provides thresholds for which projects must comply with the Design Standards and Guidelines, and creates a proportional compliance process and a process for proposing alternatives.

Previous input from the Ad-Hoc Committee indicated a preference for the following amendments to the Design Standards and Guidelines:

- Focus on Milton Way instead of Meridian to implement the City's Vision of a pedestrian oriented, walkable district.
- No required entrance on Meridian; but still require a “visual presence.”
- Soften the approach to Meridian by either
  - Matching the building frontage requirements (35%) of Edgewood OR
  - Remove the build-to-line along Meridian, but still require development to meet the site and building standards and guidelines.

**Discussion:** At the April 21<sup>st</sup>, 2014 Council meeting, the Council as a whole was presented with the options identified by the Ad-Hoc Committee. The overall input was consistent with that of the Ad-Hoc Committee in supporting the approach(s) listed above.

The Council also heard testimony from Mr. Robert Wallace and Mr. Laing, and received a letter detailing their concerns. As requested, analysis of the points identified in this letter has been included as attachment 7.

Below is a summary of the recommended changes to the 2013 Comp Plan Amendments from Mr. Laing; the full version is included as attachments 3 and 4, printed on pink paper.

Comprehensive Plan Goals/Policies:

- Identify Meridian as auto oriented and identify that developments survive from pass thru traffic.
- Spell out relation to WSDOT ROW and Milton's lack of control on meridian ROW.
- Remove policy related to internal circulation.
- Remove policy for increased pedestrian safety within the development. Limit any discussion of pedestrian improvements to the publicly owned ROW.
- Remove statement that we will adopt form based codes.
- Add language regarding flexible development processes (this was copied from the Milltown District Policies).

Ordinance

- Only NEW buildings along Milton Way will be required to meet design standards.
- Any building additions that DO NOT extend further toward Milton Way or Meridian will NOT need to meet the design standards.
- Changed applicability for façade modification percentage to 50% from 25%.
- Added a 50% threshold to parking lot modification applicability.
- Removed the process to propose alternatives, and tied the potential for alternatives into the proportional compliance process.
- Amended proportional compliance to read “director shall” instead of “director may” issue.
- Amended proportional compliance to add a nexus and proportionality clause.
- Amended proportional compliance section to be a little clearer.

Staff has subsequently made amendments to the 2013 Comp Plan Amendments and the ordinance, consistent with input from Council and taking into account input from Mr. Laing and key stakeholders. These are included as attachments 5 & 6, printed on green paper in your packet.

Additional amendments will also be required to the Design Guidelines and Standards. Since those amendments will be dependent on the concept level changes currently being contemplated, those amendments have not yet been incorporated into the Design Standards and Guidelines.

## Land Use Element

Exhibit A  
Ord XXXX-13

### UPTOWN DISTRICT SPECIAL PLANNING AREA

#### Introduction

The 63-acre Uptown District is located along the City's eastern boundary. The area is generally bounded by Meridian Avenue E along the east, 28th Avenue S to the west and the edges of the existing commercial centers to the north and south. Milton Way runs east/west through the Uptown District, bisecting the District into north and south halves.

The Uptown District encompasses an existing commercial center that serves the Cities of Milton and Edgewood and regional pass-through traffic on Meridian Avenue E. Two existing shopping centers are located on the north and south sides of Milton Way, and oriented toward Meridian

Avenue E. Each center is anchored by a grocery store and supported by a variety of related retail uses. Existing development character is typical of traditional suburban style retail shopping centers, with one-story buildings to the rear of each site and parking areas developed between the buildings and Meridian Avenue E. Land use and implementing zoning designations are for commercial business uses, consistent with existing and envisioned development

The major streets in the Uptown District are Meridian Avenue E and Milton Way. Meridian Avenue E is also known as State Route 161, providing north/south regional connections to Pierce and King County destinations. Milton Way is designated as a minor arterial in Milton, providing mobility and access to destinations within the City. The intersection at Milton Way and Meridian Avenue E stands as the City's main intersection. Jovita Boulevard E feeds into the District from the east, directly across from the entrance to the northerly commercial center.



## Land Use Element

The Jovita Boulevard Realignment Project, a shared project between the Cities of Milton and Edgewood, extends Emerald St east past Meridian connecting to Jovita Blvd, and also installed a new signalization at the intersection of Emerald/Meridian. The realignment improves the safety, grid network, traffic distribution and congestion by increasing the intersection spacing on Meridian Avenue S.

### Uptown District Vision

The Uptown District is to become the City's premier commercial center, characterized as a vibrant and inviting gateway to the City of Milton. Features, such as storefronts near the streets, parking located behind buildings, streetscape improvements, on street parking options and entry signs will revitalize the Uptown District and create a distinguished gateway to the City.



Through urban revitalization efforts, Milton's commercial center will be transformed into the vibrant, pedestrian friendly commercial center it deserves to be. The commercial area will once again give the citizens Milton a sense of ownership and distinguished character while acting as a gateway to the city.

## Land Use Element

### MILLTOWN DISTRICT SPECIAL PLANNING AREA

#### Introduction

The 200-acre Milltown District generally extends along Pacific Highway E (State Route 99) in the northwest corner of the City of Milton. The area is generally defined by existing Business and Light Manufacturing land use designations. Approximate boundaries include 10th Street E to the south and the King / Pierce county boundary to the north. The eastern boundary is provided by Interstate-5 for the majority of the District, with the exception of a small area east of Interstate-5 in the vicinity of the Porter Way/5th Avenue intersection. To the west, the District is generally bounded by Pacific Highway E and properties fronting this road.



The land immediately surrounding Pacific Highway E can be characterized as commercial and light industrial, consisting of storage, auto service facilities and similar uses. This area is crossed by Hylebos Creek and contains some small wetland areas.

Although there are some roads that access Pacific Highway E, the dispersed road and development patterns do not support a pedestrian-oriented environment. The area is primarily automobile dependent with few public amenities.

#### Milltown District Vision

The potential for future development along the Pacific Highway E corridor in Milton is anticipated to increase significantly as development along this corridor in the Cities of Fife and Federal Way extends to the north and south into Milton. The Pacific Highway E corridor provides an ideal



opportunity for flex development, characterized as buildings that support a mix of uses from administrative, office, light assembly, storage, laboratory, restaurant or other compatible uses. Because rental rates are typically inexpensive, flex-space provides a great opportunity for start-up businesses and, because it is flexible, offers businesses an opportunity to naturally develop and evolve within the district.

## Land Use Element Goals and Policies

### UPTOWN DISTRICT

#### **Goal UD.1 Recognize and enhance the potential of the Uptown District as a vibrant commercial center.**

- Pol. UD 1.1 Strengthen the distinctive visual character of the gateway, buildings and streetscapes to create a positive and memorable impression of the Uptown District.
- Pol. UD 1.2 Increase the intensity of activity with complementary infill and public uses.
- Pol. UD 1.3 Encourage storefronts oriented toward a “Main Street” along Milton Way with parking located behind the buildings.
- Pol. UD 1.4 Provide on-street parking along Milton Way.
- Pol. UD 1.5 Encourage storefront development and signage along Meridian Avenue E that reinforces the gateway entrance to Milton at the Milton Way/Meridian Avenue E intersection.
- Pol. UD 1.6 Support the existing grocery stores that serve as anchors for the retail centers north and south of Milton Way.
- Pol. UD 1.7 Encourage a balanced mix of retail, office and residential uses in the District. In order to promote a lively street environment, limit ground floor uses to retail, with office and residential on the floors above.
- Pol. UD 1.8 Support increased walkability on Milton Way and Meridian Avenue E through a variety of measures, including new crosswalks, widened sidewalks, increased landscaping, landscaped medians and on-street parking.
- Pol. UD 1.9 Establish an internal circulation system in the commercial areas with internal “streets” and pedestrian walkways that clearly define the pedestrian realm.

#### **Goal UD.2 Design distinctive streetscapes which unify and distinguish the District.**

- Pol. UD 2.1 Design streets to become a strong element of the District’s design identity, using distinctive streetscape standards, including sidewalks, crosswalks, street furniture, street signs, wayfinding, trees, landscaping and paving.
- Pol. UD 2.2 Ensure that the non-motorized system is internally connected and directly connected to key destinations within the District.
- Pol. UD 2.3 Develop a plan for pedestrians to safely cross roadways both on the periphery and internal to the district, through large properties and parking lots.
- Pol. UD 2.4 Promote shared use of driveways and parking to minimize traffic and pedestrian conflicts.
- Pol. UD 2.5 Orient buildings close to the street with visible pedestrian entrances and transparent windows.

## **Land Use Element Goals and Policies**

### **Goal UD 3 Create a cohesive architectural character that embodies the Uptown District Vision.**

- Pol. UD 3.1 Promote a cohesive built environment that is visually consistent and legible.
- Pol. UD 3.2 Encourage a visual and architectural character that is respectful of context and history while seeking to remain current.
- Pol. UD 3.3 Use design standards and form-based codes to achieve modern, contemporary architecture.
- Pol. UD 3.4 Achieve overall consistency in character and quality that identifies the Uptown District as a unique place, while still allowing design flexibility.
- Pol. UD 3.5 Integrate building characteristics with the streetscape, parking and wayfinding.

### **Goal UD 4 Use the design of signs to create a district identity, increase visibility and create a distinguished entry to the City of Milton**

- Pol. UD 4.1 Develop a signage palette that is vibrant, visible and helps create a strong Uptown District identity.
- Pol. UD 4.2 Establish standards for visually prominent commercial signs that increase visibility of businesses and signage while retaining a distinctive District character.
- Pol. UD 4.3 Include sign standards in the form-based codes to ensure integration and compatibility with the overall desired character and function of the Uptown District.

### **Goal UD.5 Create a prosperous district by capitalizing on partnerships of business, civic and community organizations to provide a range of economic activities.**

- Pol. UD 5.1 Explore creative options to capture new investment and development, such as through local incentives, tax exemptions or credits or grant programs.
- Pol. UD 5.2 Partner with brokers, land owners and leasing agents to create building and permitting information sheets to assist in the recruiting of potential tenants.

## **MILLTOWN DISTRICT**

### **Goal MD 1 Support future development of the Milltown District as a successful flexible space employment center.**

## **Land Use Element Goals and Policies**

- Pol. MD 1.1 Provide regulatory support for a flexible range of employment opportunities that allow for light industrial, retail, office, warehouse, restaurant, and other potential uses. Regulations should recognize the variety in scale and uses that can occur in the District.
- Pol. MD 1.2 Consider combining the existing Business and Light Manufacturing land use and zoning designations into a single designation that recognizes the industrial commercial mixed use character of the District. This designation would allow for a broad range flex-space uses throughout the Milltown District.
- Pol. MD 1.3 Provide flexibility in development standards while maintaining an inviting visual environment.
- Pol. MD 1.4 Monitor and update development standards and guidelines to make sure that standards and guidelines continue to provide flexibility in the range of uses and activities in the Milltown District.
- Goal MD 2 Establish the Milltown district's identity as an attractive, efficient and flexible employment center.**
- Pol. MD 2.1 Achieve overall consistency in character and quality that identifies the Milltown District as a unique place, while still allowing design flexibility.
- Pol. MD 2.2 While recognizing that the Milltown District will remain primarily auto-dependent, support standards to promote compact development with strong pedestrian connections and amenities. Pedestrian supportive features may include such elements as sidewalks, crosswalks, street furniture, street signs, wayfinding, trees, landscaping and paving
- Pol. MD 2.3 Encourage the location of buildings close to the street with visible pedestrian entrances and transparent windows.
- Pol. MD 2.4 Consider design standards that promote shared parking and location of loading and outdoor storage areas to the rear and sides of buildings where possible.
- Pol. MD 2.5 Establish standards for visually prominent signs that promote the Milltown District character.
- Pol. MD 2.6 Conserve and enhance wetlands, streams and other critical areas through clustering and compact development, while recognizing the operational needs of industrial uses and site limitations.
- Pol. MD 2.7 Use design standards and form-based codes to encourage the Milltown District's desired character. Include sign standards in the form-based code to ensure integration and compatibility with the overall desired character of the District.

## **Land Use Element Goals and Policies**

### **Goal MD 3 Recruit, grow and sustain a range of mixed-employment opportunities in the Milltown district.**

Pol. MD 3.1 Provide incentives for site aggregation that would provide increased flexibility for future development opportunities. Incentives may include flexibility in development standards, expedited permit review or other similar measures.

Pol. MD 3.2 Identify and implement incentives that would encourage new development to locate in the Milltown District. For example, incentives may include targeted capital improvements such as infrastructure and amenities; regulatory assistance; and reduced permit processing times.

Pol. MD 3.3 Expand outreach to the business community, including a regular program of meetings with business owners and managers, ongoing outreach to industry organizations, and continued contact with area business associations.

[Back to Agenda Bill](#)

**CITY OF MILTON**  
**ORDINANCE \_\_\_\_-13**

**AN ORDINANCE OF THE CITY OF MILTON,  
WASHINGTON; ADOPTING DESIGN  
STANDARDS AND GUIDELINES; THRESHOLDS  
FOR IMPLEMENTATION; A PROCESS FOR  
REVIEW AND APPROVAL OF DESIGN  
GUIDELINES STANDARDS; PROVIDING FOR  
SEVERABILITY; AND ESTABLISHING AN  
EFFECTIVE DATE**

WHEREAS, on November 19<sup>th</sup>, 2012 the City Council adopted the 2012 Vision Report: a Community of Neighborhoods, a City of Places, via Resolution 12-1826 at their regularly scheduled meeting; and

WHEREAS, the City Council directed the Planning Commission to consider adoption of design standards and guidelines as part of the 2013 Work Plan; and

WHEREAS, the Planning Commission reviewed design standards and guidelines at their August 28<sup>th</sup>, September 25<sup>th</sup> regularly scheduled meetings as well as at the September 11<sup>th</sup> and October 9<sup>th</sup> committee meetings; and

WHEREAS, the Planning Commission held a public hearing on October 30<sup>th</sup> 2013, and made a recommendation to the City Council; and

WHEREAS, the City Council held a public hearing on December 2<sup>nd</sup>, 2013; and

WHEREAS, the City of Milton desires to adopt design standards and guidelines for the proposed area in order to create a vibrant, pedestrian friendly commercial center to act as a gateway to the city; and

WHEREAS, a determination of non-significance was issued for the proposal on October 4<sup>th</sup>, 2013; and

WHEREAS, the State Department of Commerce has been provided with 60-day notice of intent to adopt development regulations;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MILTON,  
WASHINGTON DO ORDAIN AS FOLLOWS:**

**Section 1. Findings.** The above recitals are hereby adopted by reference as legislative findings in support of this ordinance. The City Council further enters the following additional findings:

A. The code amendments set forth herein bear a substantial relation to the public health, safety and welfare.

B. The code amendments set forth herein are in the best interest of City of Milton residents.

C. The code amendments set forth herein satisfy all relevant criteria for approval and adoption.

D. The zoning code amendments set forth herein have been processed, reviewed, considered and adopted in material compliance with all applicable state and local procedural requirements, including but not limited to the requirements codified in and Chapter 36.70A RCW and Chapter 35A.63 RCW.

E. All relevant procedural requirements of the State Environmental Policy Act have been satisfied with respect to this ordinance.

**Section 2. A new Chapter 17.43 of the Milton Municipal Code, titled “Design Standards and Guidelines”, is hereby added as follows**

Chapter 17.43  
DESIGN STANDARDS AND GUIDELINES

Sections:

- 17.43.010 Purpose.
- 17.43.020 Review
- 17.43.030 Procedures.
- 17.43.040 Design Standards and Guidelines adopted.
- 17.43.050 Compliance.

**17.43.010 Purpose.**

The purpose of this chapter is to establish the types of developments which shall be subject to design review pursuant to the adopted standards and guidelines. Further, the chapter shall establish the standards and guidelines for the city of Milton, and the procedure to address conflicts between the standards and guidelines and the underlying zoning designation, should such a conflict arise.

**17.43.020 Review Required.**

A. Design Review: All development which falls within the thresholds provided in this section shall be subject to design review as provided for in chapter 17.71 MMC, Permit Decision and Appeal procedure.

B. Applicability: The following types of development shall be required to conform to the requirements of the Uptown District Design Standards and Guidelines:

1. New buildings
2. Expansion of building footprint
3. Parking lot reconfiguration (not including actions such as relocation of ADA spaces, overlays, or other minor projects which do not alter the circulation pattern or physical location of the parking stalls)
4. External façade modification resulting in modification of more than 25% of the façade.

C. Conflicts: In the event of a conflict between the standards and guidelines adopted in section 17.43.040(a) and the underlying zoning code, the standards and guidelines shall apply. In the event that an interpretation is required to rectify any conflict, the director shall utilize the intent statements in the applicable sections of the standards and guidelines, the overall intent of the standards and guidelines, the goals and policies identified in the Comprehensive Plan, and the adopted 2012 Vision, in determining the appropriate standard to apply. This is not intended to create a new standard, but to identify which standard is most appropriate given the intent of the afore mentioned guidance documents. In making such a determination the director shall enter findings of facts in substantial similarity to those found below in subsection D.1 –D.5.

D. Proportional Compliance: Where strict application of a standard or guideline will interfere with the use, existing building, site operations or use, circulation or access, the applicant may request a proportional compliance decision. In making such a decision, the director shall enter findings of fact to support the proportional compliance decision. The findings shall include:

1. A description of unique site or building characteristics which prohibit strict application of the standard or guideline;
2. A description of why strict application of the standards and guidelines will interfere with the existing building or site operations and ultimately detract from the implementation of the adopted 2012 Vision;
3. A description of how the proposal meets the intent of the standards and guidelines for which proportional compliance is being sought;
4. A description of how the proposal meets the City's the adopted Visioning Report, Uptown District Comprehensive Plan policies, the Uptown District Standards & Guideline Purpose and Intent, Guiding Principles.
5. An affirmative decision shall be made on the following findings for any decision authorized under this section:
  - a. The proposal will further the intent of City's 2012 Vision;
  - b. The proposal is consistent with the intent of the Design Guidelines and Standards;

- c. The proposal is similar or demonstrably superior to the original requirement;
- d. The request for proportional compliance is not based on monetary savings;
- e. The proposal is consistent with the City's Comprehensive Plan;
- f. The proposal will not be detrimental to the public health safety and welfare;

E. Alternatives: When a development or application for development proposes an alternative that is not specifically addressed in the standards and guidelines, the applicant shall bear the burden of proof in showing that the proposed alternative is equivalent or demonstrably superior to the requirements of the standards and guidelines. In making this decision the director shall enter findings of fact in substantial similarity to those found above in subsection D.1 –D.5.

#### **17.43.030 Procedure**

The procedures for design review shall be as provided in chapter 17.71 MMC, Procedures for Land Use Permits, as a process type II permit. The director shall be responsible for the implementation and enforcement of the standards and guidelines as provided for under chapter 17.71 MMC.

#### **17.43.040 Design Guidelines and Standards adopted**

The following documents shall be utilized in design review as appropriate the proposed developments listed in MMC 17.43.020.

A. The city hereby adopts the standards and guidelines published in the Uptown District Design Guidelines and Standards date October 30<sup>th</sup>, 2013, which shall be applied to the developments as listed in MMC 17.43.020.

B. The City's currently adopted Comprehensive Plan.

C. The City Vision, adopted by the City Council in November 2012, is hereby adopted by reference as the guidance for the standards and guidelines.

#### **17.43.050 Compliance.**

No permit for construction or a use subject to these standards and guidelines shall be issued until the plans are in compliance with the standards. All such developments shall be maintained in compliance for the life of the structure. The director may require bonds or other guarantees to ensure the completion of a project consistent with approved plans. All such developments shall be in compliance with the standards prior to occupancy, unless the project proponent can show that meeting the conditions of approval or standards is not feasible prior to occupancy, in which case the director may, at his/her discretion, authorize bonding of certain item prior to occupancy.

**Section 3. Section 17.71.040 of the Milton Municipal Code, is hereby amended as follows;**

	Administrative			Quasi-Judicial		Legislative
	Process I	Process II	Process III	Process IV	Process V	Process VI
<b>Preapplication Meeting</b>	None	None	Optional	Recommended	Recommended	Recommended
<b>Notification Requirement</b>	None	None	500 feet	500 feet	500 feet	Citywide
<b>Neighborhood Meeting</b>	None	None	Optional	Required	Required	Optional
<b>Written Report</b>	None	Staff	Staff	Applicable Director	Applicable Director	Applicable Director
<b>Open Record Hearing</b>	None	None	None	Hearing Examiner	Hearing Examiner	Planning Commission
<b>Closed Record Hearing</b>	None	None	None	None	City Council	City Council
<b>Decision-Maker</b>	Applicable Director	Applicable Director/HE	Applicable Director	Hearing Examiner	City Council	City Council
<b>Administrative Appeal</b>	None	Hearing Examiner	Hearing Examiner	City Council	None	None
<b>Judicial Appeal</b>	Superior Court	Superior Court	Superior Court	Superior Court	Superior Court	Growth Management Hearings Board or Superior Court
<b>Type of Review/Permit</b>	<b>Enforcement Action</b> MMC Titles 5 – 18	<b>Code Interpretation</b> MMC Titles 8 – 18	<b>Minor Site Plan Approval</b> Chapter 17.62 MMC	<b>Preliminary Subdivision</b> Chapter 16.12 MMC	<b>Planned Development Master Plan</b> Chapter 17.38 MMC	<b>Code Amendment</b> MMC Title 17
	<b>Engineering and Utilities</b> MMC Titles 12, 13, 16	<b>Home Occupation</b> Chapter 17.44 MMC	<b>Preliminary Short Plat</b> Chapter 16.28 MMC	<b>Binding Site Plan</b> Chapter 16.30 MMC <sup>1</sup>	<b>Special Use Permit</b> Chapter 17.42 MMC <sup>4</sup>	<b>Comprehensive Plan Amendment</b> Chapter 17.67 MMC
	<b>Clear and Grade Permit</b> Chapter 13.26 MMC	<b>Final Subdivision</b> Chapter 16.12 MMC <sup>1,2</sup>	<b>Minor Wireless Communication Facility</b> Chapter 17.58 MMC	<b>Major Wireless Communication Facility</b> Chapter 17.58 MMC		<b>Zoning Map Amendment<sup>5</sup></b> Chapter 17.68 MMC
	<b>Storm Water Drainage Permit</b> Chapter 13.26 MMC	<b>Deviation from Standards</b> Chapter 12.24, 13.26 or 17.50 MMC	<b>Modifications to Process IV Decisions</b>	<b>Mobile Home Park</b> Chapter 17.60 MMC <sup>1</sup>		<b>Shoreline Master Plan Amendment</b> Chapter 18.12 MMC
	<b>Building Permit</b> MMC Title 15	<b>Nonconforming Sign</b> Chapter 17.50 MMC	<b>SEPA</b> Threshold determination not otherwise combined Chapter 18.16 MMC	<b>Major Site Plan Approval</b> Chapter 17.62 MMC		

	Administrative			Quasi-Judicial		Legislative
	Process I	Process II	Process III	Process IV	Process V	Process VI
	<b>Boundary Line Revision</b> Chapter 16.29 MMC <sup>1</sup>	<b>Nonconforming Structures or Uses</b> Chapter 17.52 MMC	<b>Shoreline Substantial Development Permit</b> <sup>6</sup> Chapter 18.12 MMC	<b>Conditional Use Permit</b> Chapter 17.64 MMC		
	<b>Sign Permits</b> Chapter 17.50 MMC	<b>Critical Areas Decision (Map)</b> Chapter 18.16 MMC <sup>1</sup>		<b>Revocation of Decision</b> All Processes		
	<b>Temporary Use</b> Chapter 17.56 MMC	<b>Design Review</b> <a href="#">(MMC 17.43)</a>		<b>Variance</b> Chapter 17.65 MMC <sup>3</sup>		
	<b>Critical Areas or Exemption</b> Chapter 18.16 MMC			<b>Shoreline Conditional Use Permit or Shoreline Variance</b> <sup>6</sup> Chapter 18.12 MMC		
	<b>Final Short Plat</b> Chapter 16.28 MMC <sup>1</sup>			<b>Reasonable Use Exception</b> Chapters 17.65 and 18.16 MMC		

**Section 4. Severability.** Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by State or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

**Section 5.** Copy to Department of Commerce. Pursuant to RCW 36.70A.106, the City Clerk is hereby authorized and directed to forward a copy of this ordinance to the Department of Community, Trade and Economic Development.

**Section 6. Effective Date.** This Ordinance shall take effect and be in full force 5 days after its publication.

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**PASSED AND APPROVED** by the City Council of the City of Milton, Washington, at a regularly scheduled meeting this \_\_ day of \_\_\_\_\_, 2013.

CITY OF MILTON

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Debra Perry, Mayor

ATTEST/AUTHENTICATED:

\_\_\_\_\_  
Lisa Tylor, Deputy City Clerk

Approved as to form:

\_\_\_\_\_  
Bio Park, City Attorney

Date of Publication: \_\_\_\_\_

Effective Date: \_\_\_\_\_

[Back to Agenda Bill](#)

## Land Use Element

Exhibit A  
Ord XXXX-13

### UPTOWN DISTRICT SPECIAL PLANNING AREA

#### Introduction

The 63-acre Uptown District is located along the City's eastern boundary. The area is generally bounded by Meridian Avenue E along the east, 28th Avenue S to the west and the edges of the existing commercial centers to the north and south. Milton Way runs east/west through the Uptown District, bisecting the District into north and south halves. [The Uptown District is auto-oriented and captures significant pass-through traffic, which contributes to the City's economic vitality.](#)



The Uptown District encompasses an existing commercial center that serves the Cities of Milton and Edgewood and regional pass-through traffic on Meridian Avenue E. Two existing shopping centers are located on the north and south sides of Milton Way, and oriented toward Meridian Avenue E. Each center is anchored by a grocery store and supported by a variety of related retail [and office](#) uses, [including a public library](#). Existing development character is typical of traditional suburban style retail shopping centers, with one-story buildings to the rear of each site and parking areas developed between the buildings and Meridian Avenue E. Land use and implementing zoning designations are for commercial -business uses, consistent with existing and envisioned development

The major streets in the Uptown District are Meridian Avenue E and Milton Way. Meridian Avenue E is [a state-controlled facility](#) also known as State Route 161, providing north/south regional connections to Pierce and King County destinations. [The portions of Meridian Avenue E abutting the Uptown District are currently undergoing frontage improvements designed and constructed by WSDOT, with an estimated completion date sometime in late-2014.](#)

Milton Way is designated as a minor arterial in



## Land Use Element

Milton, providing mobility and access to destinations within the City. The intersection at Milton Way and Meridian Avenue E stands as the City's main intersection. [The portion of Milton Way in the Uptown District is a 60-foot-wide right-of-way.](#)

Jovita Boulevard E feeds into the [Uptown](#) District from the east, directly across from the entrance to the northerly commercial center.

The Jovita Boulevard Realignment Project, a shared project between the Cities of Milton and Edgewood, extends Emerald St east past Meridian connecting to Jovita Blvd, and also installed a new signalization at the intersection of Emerald/Meridian. The realignment improves the safety, grid network, traffic distribution and congestion by increasing the intersection spacing on Meridian Avenue S.

### Uptown District Vision

The Uptown District is to become the City's premier commercial center, characterized as a vibrant and inviting gateway to the City of Milton. Features, such as storefronts near the streets, parking located behind buildings, streetscape improvements, on street parking options and entry signs will revitalize the Uptown District and create a distinguished gateway to the City.



Through urban revitalization efforts, Milton's commercial center will be transformed into the vibrant, pedestrian friendly commercial center it deserves to be. The commercial area will once again give the citizens Milton a sense of ownership and distinguished character while acting as a gateway to the city.

## Land Use Element

### MILLTOWN DISTRICT SPECIAL PLANNING AREA

#### Introduction

The 200-acre Milltown District generally extends along Pacific Highway E (State Route 99) in the northwest corner of the City of Milton. The area is generally defined by existing Business and Light Manufacturing land use designations. Approximate boundaries include 10th Street E to the south and the King / Pierce county boundary to the north. The eastern boundary is provided by Interstate-5 for the majority of the District, with the exception of a small area east of Interstate-5 in the vicinity of the Porter Way/5th Avenue intersection. To the west, the District is generally bounded by Pacific Highway E and properties fronting this road.

The land immediately surrounding Pacific Highway E can be characterized as commercial and light industrial, consisting of storage, auto service facilities and similar uses. This area is crossed by Hylebos Creek and contains some small wetland areas.

Although there are some roads that access Pacific Highway E, the dispersed road and development patterns do not support a pedestrian-oriented environment. The area is primarily automobile dependent with few public amenities.

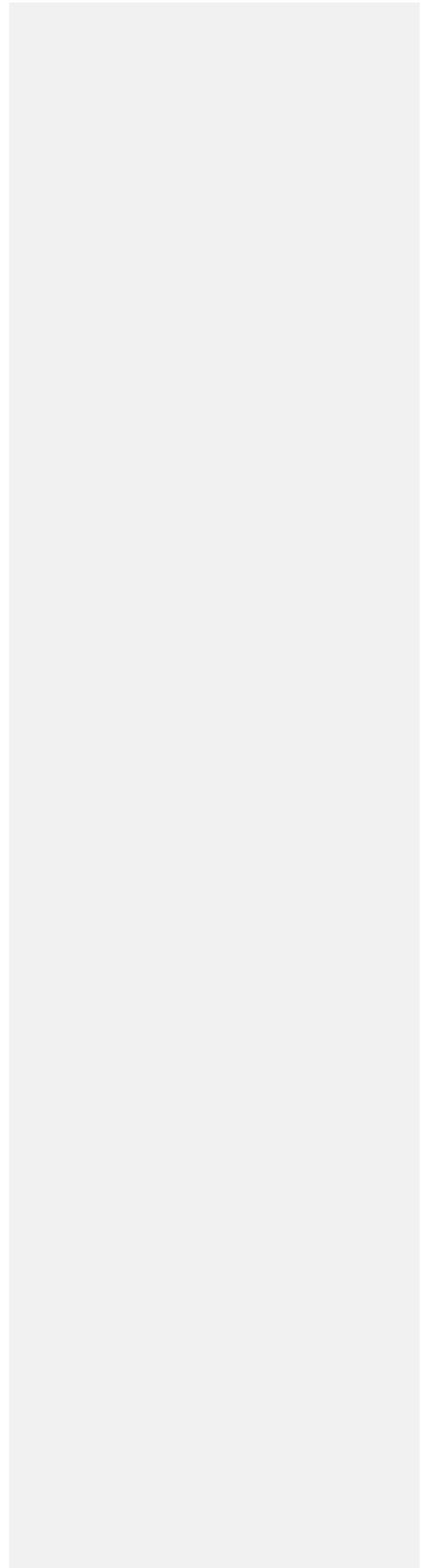
#### Milltown District Vision

The potential for future development along the Pacific Highway E corridor in Milton is anticipated to increase significantly as development along this corridor in the Cities of Fife and Federal Way extends to the north and south into Milton. The Pacific Highway E corridor provides an ideal opportunity for flex development, characterized as buildings that support a mix of uses from



## **Land Use Element**

administrative, office, light assembly, storage, laboratory, restaurant or other compatible uses. Because rental rates are typically inexpensive, flex-space provides a great opportunity for start-up businesses and, because it is flexible, offers businesses an opportunity to naturally develop and evolve within the district.



## Land Use Element Goals and Policies

### UPTOWN DISTRICT

#### Goal UD.1 Recognize and enhance the potential of the Uptown District as a vibrant commercial center.

Pol. UD 1.1 Strengthen the distinctive visual character of the gateway, buildings and streetscapes to create a positive and memorable impression of the Uptown District.

Pol. UD 1.2 Increase the intensity of activity with complementary infill and public uses.

Pol. UD 1.3 Encourage storefronts oriented toward a “Main Street” along Milton Way with parking located behind the buildings where feasible.

Pol. UD 1.4 Provide on-street parallel parking along Milton -Way within the existing right-of-way.

Pol. UD 1.5 Encourage storefront development along Milton Way and signage along Meridian Avenue E that reinforces the gateway entrance to Milton at the Milton Way/Meridian Avenue E intersection and encourages drive-through establishments to location along Meridian Avenue instead of along Milton Way.

Pol. UD 1.6 Support the existing grocery stores that serve as anchors for the retail centers north and south of Milton Way, including maintaining requisite parking, access and visibility.

Pol. UD 1.7 Encourage a balanced mix of retail, office and residential uses in the District. In order to promote a lively street environment, in multiple-story buildings limit-encourage ground floor uses to retail, with office and residential on the floors above.

Pol. UD 1.8 Support increased walkability on Milton Way and Meridian Avenue E through a variety of measures, including new crosswalks, widened sidewalks, increased landscaping, landscaped medians and on-street parallel parking.

Pol. UD 1.9 Provide flexibility in development standards while maintaining an inviting visual environment.

~~Pol. UD 1.9 Establish an internal circulation system in the commercial areas with internal “streets” and pedestrian walkways that clearly define the pedestrian realm.~~

#### Goal UD.2 Design distinctive streetscapes which unify and distinguish the District.

Pol. UD 2.1 Design Milton Way streets to become a strong element of the District’s design identity, using distinctive streetscape standards, including sidewalks, crosswalks, street furniture, street signs, wayfinding, trees, landscaping and paving.

**Comment [aal1]:** Some areas along Milton Way are designated ‘no build’ and have existing parking areas. It is not feasible to require development in areas in which development is prohibited.

**Comment [aal2]:** City records indicate angle-parking would require the acquisition of an additional 5’ of right-of-way on each side of Milton Way. Safety concerns have been raised about back-out angle parking near the intersection, and significant grade changes from the right-of-way to the abutting private properties would require significant grading and fill to accommodate such parking.

**Comment [aal3]:** As noted in the introduction, the existing shopping centers are comprised of single-story buildings with existing office (non-retail) uses. This policy should not create a non-conforming use issue or be construed to prohibit leasing existing spaces for office uses.

**Comment [aal4]:** Meridian Avenue is a state-controlled facility undergoing frontage improvements. The City cannot control development along Meridian in the right-of-way, and WSDOT is unlikely to support the destruction of brand new frontage improvements as part of a City planning initiative.

**Comment [aal5]:** Insert Milltown Policy MD 1.3 as it speaks to the flexibility that will be needed to allow redevelopment to occur consistent with the City’s vision.

**Comment [aal6]:** This policy conflicts with recorded covenants that govern the location and use of internal driveway, sidewalk and parking areas in the two shopping centers. The Comprehensive Plan should not be used to impose a ‘master plan’ on pre-existing, developed and maintained commercial centers comprised of multiple parcels under different ownership. The notion of internal “streets” hints at conversion of private property to public use without just compensation. This policy should be stricken.

**Comment [aal7]:** Given WSDOT’s ongoing improvements to Meridian Way, Milton Way is really the only street over which the City has regulatory authority and the ability to impose design standards that may be implemented. To the extent this policy was intended to refer to the same “internal ‘streets’” referenced in Pol. UD 1.9, it should be deleted or clarified that it only applies either or both to Milton Way and Meridian Avenue.

## Land Use Element Goals and Policies

Pol. UD 2.2 Ensure that the non-motorized system is ~~internally~~ provides connectivity along public streets and connected and directly connected connects to key destinations within the District.

~~Pol. UD 2.3 Develop a plan for pedestrians to safely cross roadways both on the periphery and internal to the district, through large properties and parking lots.~~

Pol. UD 2.4 Promote shared use of driveways and parking to minimize traffic and pedestrian conflicts.

Pol. UD 2.5 Orient new buildings along Milton Way close to the street with visible pedestrian entrances and transparent windows.

### Goal UD 3 Create a cohesive architectural character that embodies the Uptown District Vision.

Pol. UD 3.1 Promote a cohesive built environment that is visually consistent and legible.

Pol. UD 3.2 Encourage a visual and architectural character that is respectful of context and history while seeking to remain current.

Pol. UD 3.3 Use design standards ~~and form based codes~~ to achieve encourage modern, contemporary architecture for new buildings while allowing for necessary maintenance and upkeep of existing buildings to avoid blight.

Pol. UD 3.4 Achieve overall consistency in character and quality that identifies the Uptown District as a unique place, while still allowing design flexibility.

~~Pol. UD 3.5 Integrate building characteristics with the streetscape, parking and wayfinding.~~

### Goal UD 4 Use the design of signs to create a district identity, increase visibility and create a distinguished entry to the City of Milton

Pol. UD 4.1 Develop a signage palette that is vibrant, visible and helps create a strong Uptown District identity.

Pol. UD 4.2 Establish standards for visually prominent commercial signs that increase visibility of businesses and signage while retaining a distinctive District character.

~~Pol. UD 4.3 Include sign standards in the form based codes to ensure integration and compatibility with the overall desired character and function of the Uptown District.~~

### Goal UD.5 Create a prosperous district by capitalizing on partnerships of business, civic and community organizations to provide a range of economic activities.

**Comment [aal8]:** See Comments aal3-5 above. Again, it is impractical and potentially unlawful to require redevelopment of the existing sites. This policy should be stricken. The focus should be on public rights-of-way, particularly Milton Way.

**Comment [aal9]:** Same comment as above.

**Comment [aal10]:** This is already the case, as the shopping centers are subject to covenants regarding shared parking and driveways. To the extent this policy is intended to require changes in violation of the covenants, it should be stricken. As written (as opposed to applied), it is acceptable.

**Comment [aal11]:** Notwithstanding the 'no build' areas along Milton Way on the Safeway site, the general direction since at least January 2014 has been to "soften the approach" along Meridian, particularly in light of the significant grade change and the fact that WSDOT is already installing frontage improvements, including a safety railing / barrier. It is infeasible to place new buildings along Meridian Way for the Safeway center. The focus, if any, should be along Milton Way.

**Comment [aal12]:** There is no reason to limit the type of zoning ordinance that the City may adopt to implement its Comprehensive Plan. Form-based codes are a very specific, highly-subjective, highly-prescriptive, discretionary type of code that has proven unworkable for redeveloping existing sites. By striking the reference to "form-based codes," the City has the option—but not requirement—to adopt such codes. By leaving it in, the City will have no option and thereby limit its flexibility in responding to market changes or unintended consequences going forward.

**Comment [aal13]:** The architecture is set for the existing centers. Façade upgrades are done with some regularity already.

**Comment [aal14]:** This policy adds nothing other than ambiguity. It should be stricken.

**Comment [aal15]:** This policy adds nothing other than to tie the City's hands through another reference to form-based codes. The preceding two policies encapsulate the intent of this policy without the additional and unnecessary step of requiring such standards in form-based codes. This policy should be stricken.

## Land Use Element Goals and Policies

Pol. UD 5.1 Explore creative options to capture new investment and development, such as through local incentives, tax exemptions or credits or grant programs.

Pol. UD 5.2 Partner with brokers, land owners and leasing agents to create building and permitting information sheets to assist in the recruiting of potential tenants.

Pol. UD 5.3 Provide incentives for redevelopment that would provide increased flexibility for future development opportunities. Incentives may include flexibility in development standards, expedited permit review, City-led investments in stormwater facilities to serve the Uptown District or other similar measures.

**Comment [aal16]:** This is MD Policy 3.1 slightly re-worded to capture the challenges for redeveloping sites in the Uptown District.

### MILLTOWN DISTRICT

#### **Goal MD 1 Support future development of the Milltown District as a successful flexible space employment center.**

Pol. MD 1.1 Provide regulatory support for a flexible range of employment opportunities that allow for light industrial, retail, office, warehouse, restaurant, and other potential uses. Regulations should recognize the variety in scale and uses that can occur in the District.

Pol. MD 1.2 Consider combining the existing Business and Light Manufacturing land use and zoning designations into a single designation that recognizes the industrial commercial mixed use character of the District. This designation would allow for a broad range flex-space uses throughout the Milltown District.

Pol. MD 1.3 Provide flexibility in development standards while maintaining an inviting visual environment.

Pol. MD 1.4 Monitor and update development standards and guidelines to make sure that standards and guidelines continue to provide flexibility in the range of uses and activities in the Milltown District.

#### **Goal MD 2 Establish the Milltown district's identity as an attractive, efficient and flexible employment center.**

Pol. MD 2.1 Achieve overall consistency in character and quality that identifies the Milltown District as a unique place, while still allowing design flexibility.

Pol. MD 2.2 While recognizing that the Milltown District will remain primarily auto-dependent, support standards to promote compact development with strong pedestrian connections and amenities. Pedestrian supportive features may include such elements as sidewalks, crosswalks, street furniture, street signs, wayfinding, trees, landscaping and paving

## Land Use Element Goals and Policies

- Pol. MD 2.3 Encourage the location of buildings close to the street with visible pedestrian entrances and transparent windows.
- Pol. MD 2.4 Consider design standards that promote shared parking and location of loading and outdoor storage areas to the rear and sides of buildings where possible.
- Pol. MD 2.5 Establish standards for visually prominent signs that promote the Milltown District character.
- Pol. MD 2.6 Conserve and enhance wetlands, streams and other critical areas through clustering and compact development, while recognizing the operational needs of industrial uses and site limitations.
- Pol. MD 2.7 Use design standards and form-based codes to encourage the Milltown District's desired character. Include sign standards in the form-based code to ensure integration and compatibility with the overall desired character of the District.

### **Goal MD 3 Recruit, grow and sustain a range of mixed-employment opportunities in the Milltown district.**

- Pol. MD 3.1 Provide incentives for site aggregation that would provide increased flexibility for future development opportunities. Incentives may include flexibility in development standards, expedited permit review or other similar measures.
- Pol. MD 3.2 Identify and implement incentives that would encourage new development to locate in the Milltown District. For example, incentives may include targeted capital improvements such as infrastructure and amenities; regulatory assistance; and reduced permit processing times.
- Pol. MD 3.3 Expand outreach to the business community, including a regular program of meetings with business owners and managers, ongoing outreach to industry organizations, and continued contact with area business associations.

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**CITY OF MILTON**  
**ORDINANCE \_\_\_\_-13**

**AN ORDINANCE OF THE CITY OF MILTON,  
WASHINGTON; ADOPTING DESIGN  
STANDARDS AND GUIDELINES; THRESHOLDS  
FOR IMPLEMENTATION; A PROCESS FOR  
REVIEW AND APPROVAL OF DESIGN  
GUIDELINES STANDARDS; PROVIDING FOR  
SEVERABILITY; AND ESTABLISHING AN  
EFFECTIVE DATE**

WHEREAS, on November 19<sup>th</sup>, 2012 the City Council adopted the 2012 Vision Report: a Community of Neighborhoods, a City of Places, via Resolution 12-1826 at their regularly scheduled meeting; and

WHEREAS, the City Council directed the Planning Commission to consider adoption of design standards and guidelines as part of the 2013 Work Plan; and

WHEREAS, the Planning Commission reviewed design standards and guidelines at their August 28<sup>th</sup>, September 25<sup>th</sup> regularly scheduled meetings as well as at the September 11<sup>th</sup> and October 9<sup>th</sup> committee meetings; and

WHEREAS, the Planning Commission held a public hearing on October 30<sup>th</sup> 2013, and made a recommendation to the City Council; and

WHEREAS, the City Council held a public hearing on December 2<sup>nd</sup>, 2013; and

WHEREAS, the City of Milton desires to adopt design standards and guidelines for the proposed area in order to create a vibrant, pedestrian friendly commercial center to act as a gateway to the city; and

WHEREAS, a determination of non-significance was issued for the proposal on October 4<sup>th</sup>, 2013; and

WHEREAS, the State Department of Commerce has been provided with 60-day notice of intent to adopt development regulations;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MILTON,  
WASHINGTON DO ORDAIN AS FOLLOWS:**

**Section 1. Findings.** The above recitals are hereby adopted by reference as legislative findings in support of this ordinance. The City Council further enters the following additional findings:

A. The code amendments set forth herein bear a substantial relation to the public health, safety and welfare.

B. The code amendments set forth herein are in the best interest of City of Milton residents.

C. The code amendments set forth herein satisfy all relevant criteria for approval and adoption.

D. The zoning code amendments set forth herein have been processed, reviewed, considered and adopted in material compliance with all applicable state and local procedural requirements, including but not limited to the requirements codified in and Chapter 36.70A RCW and Chapter 35A.63 RCW.

E. All relevant procedural requirements of the State Environmental Policy Act have been satisfied with respect to this ordinance.

**Section 2. A new Chapter 17.43 of the Milton Municipal Code, titled “Design Standards and Guidelines”, is hereby added as follows**

Chapter 17.43  
DESIGN STANDARDS AND GUIDELINES

Sections:

- 17.43.010 Purpose.
- 17.43.020 Review
- 17.43.030 Procedures.
- 17.43.040 Design Standards and Guidelines adopted.
- 17.43.050 Compliance.

**17.43.010 Purpose.**

The purpose of this chapter is to establish the types of developments which shall be subject to design review pursuant to the adopted standards and guidelines. Further, the chapter shall establish the standards and guidelines for the ~~city~~ City of Milton, and the procedure to address conflicts between the standards and guidelines and the underlying zoning designation, should such a conflict arise. Except as expressly provided in this chapter, the rules of construction and definitions in Chapter 17.08 MMC, Definitions, shall apply.

**17.43.020 Review Required.**

A. Design Review: All development which falls within the thresholds provided in this section shall be subject to design review as provided for in ~~chapter~~ Chapter 17.71 MMC, Permit Decision and Appeal procedure.

B. Applicability: The following types of development shall be required to conform to the requirements of the Uptown District Design Standards and Guidelines applicable to the type of development activity being undertaken (i.e., new buildings shall be required to comply with the standards and guidelines applicable to new buildings, parking lot standards shall apply to parking lot reconfiguration, etc.):

1. New buildings along Milton Way;
2. Expansion of building footprint toward Meridian Avenue or Milton Way, where such expansion increases the total usable floor area of the building by more than 50%, provided that expansions less than 5,000 square feet of new usable floor area shall be exempt;
3. Parking lot reconfiguration (not including actions such as relocation of ADA spaces, overlays, or other minor projects which do not alter the circulation pattern or physical location of the parking stalls) where such reconfiguration alters the circulation pattern of more than 50% of the parking lot or alters physical location of more than 50% of the parking stalls within the parking lot subject to reconfiguration; and
4. External façade-facade modification or building renovation resulting in modification or renovation of more than 2550% of the street-facing façade/facade of a building facing Meridian Avenue or Milton Way.

C. Conflicts: In the event of a conflict between the standards and guidelines adopted in section 17.43.040(a) and the underlying zoning code, the standards and guidelines shall apply. The standards and guidelines adopted in section 17.43.040.(a) are not intended to and shall not be construed to modify, alter or supersede any provisions related to allowed or prohibited uses in the underlying zoning code.

D. Interpretation: In the event that ~~an~~ a formal code interpretation under this chapter is required-requested, then to rectify any conflict, the ~~director~~ Director shall follow the process in Chapter 17.76 MMC, Administration and Enforcement, and Chapter 17.71 MMC, Permit Decision and Appeal procedure.

1. In making the interpretation, the Director shall ~~utilize~~ refer to the intent statements in the applicable sections of the standards and guidelines, the overall intent of the standards and guidelines, the goals and policies identified in the Comprehensive Plan, and the adopted 2012 Vision, in determining the appropriate standard to apply.

2. In case of inconsistency or conflict, regulations, conditions, or procedural requirements that are specific to an individual land use shall supersede regulations, conditions, or procedural requirements of general application. This is not intended to create a new standard, but to identify which standard is most appropriate given the intent of the afore-mentioned guidance documents. ~~Unless~~

Comment [aal1]: It must be clear that new buildings don't trigger parking reconfiguration, etc. as we explained and discussed at the April 21, 2014 public hearing.

Comment [aal2]: This is consistent with Ad Hoc Committee's recommendation from its March 18, 2014 meeting, as reported at the April 21 public hearing, and with the need to take a "softened" approach toward Meridian due to the challenges redevelopment along Meridian presents.

Comment [aal3]: There is no nexus between an expansion of the rear of the buildings (i.e., away from the streets) and the City's goals.

Comment [aal4]: By setting the threshold at >50%, the issue of the private covenants will be addressed as essentially all owners would have to agree to submit such a permit in the first place. This also addresses the issue of one owner making a change to its building area that may be construed (wrongly) as requiring other owners to bring their portions of the building up to the new standards.

Comment [aal5]: Same comment.

Comment [aal6]: Same comment.

Comment [aal7]: There is no nexus between an expansion of the rear of the buildings (i.e., away from the streets) and the City's goals.

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Comment [aal8]: It is important to differentiate bulk/height/form standards from use provisions.

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Comment [aal9]: The two yellow-highlighted sentences conflict: either the guidelines/ standards apply or the zoning applies. There is no reason to a code interpretation if one trumps another.

the context clearly indicates otherwise, words in the present tense shall include past and future tense, and words in the singular shall include the plural, or vice versa. Except for words and terms defined in this title, all words and terms used in this title shall have their customary meanings.

3. The interpretation shall be in writing and shall include ~~In making such a determination the director shall enter findings of facts in substantial similarity to those found below in subsection D.1 – D.5~~ references to all provision of the City's adopted codes and regulations referenced or relied upon in making the determination.

4. -The written interpretation shall control application of the code sections discussed in it to any specific land use application. Written interpretations issued for regulatory requirements that have been legislatively modified, repealed, or otherwise substantially changed, shall be considered null and void.

5. Any written interpretation shall not be applied retroactively, unless specifically required by the terms of the interpretation.

**Comment [aal10]:** Additions / revisions to D.1.-5. are from the form-based code interpretation section adopted by the City of Sammamish in 2010. It is important when dealing with form-based code

**DE. Proportional Compliance:** Where strict application of a standard or guideline adopted under this chapter will may interfere with the operation, use or maintenance of an use, existing building, access or parking area or with site operations or use, including but not limited to circulation within, parking on or access to the subject property, the applicant may propose an alternative to strict compliance, including waiver of the requirement, by requesting request a proportional compliance decision. In making requesting a proportional compliance decision, the applicant shall submit to the Director a written request that addresses required findings 1, 3, and 4 below. In making such a decision on the request, the director-Director shall follow the process for code interpretations in Chapter 17.76 MMC, Administration and Enforcement, and Chapter 17.71 MMC, Permit Decision and Appeal procedure, and enter findings of fact to support the proportional compliance decision. The Director's findings shall include:

1. A description of ~~unique~~ site or building characteristics ~~which that prohibit~~ make strict application of the standard or guideline impractical or infeasible;
- 1-2. A description of the impact or impacts sought to be mitigated through strict compliance with or application of the standard or guideline, where impacts do not include mere deviation from the standard or guidelines itself;
- 2-3. A description of why strict application of the standards and guidelines ~~will~~ may interfere with the operation, use or maintenance of an existing building, access or parking area or with site operations or use, including but not limited to circulation within, parking on or access to the subject property; ~~interfere with the existing building or site operations and ultimately detract from the implementation of the adopted 2012 Vision;~~
3. A description of how the proposal meets the intent of the standards and guidelines for which proportional compliance is being sought;

4. A description of how the proposal, including any alternative(s) to strict compliance, meets the City's the adopted Visioning Report, Uptown District Comprehensive Plan policies, the Uptown District Standards & Guideline Purpose and Intent, Guiding Principles;
- 4.5. A description of how mitigation, if any, is directly related and proportional to the impact or impacts arising from the proposal;
- 5.6. An affirmative finding decision shall be made on the following findings for any decision authorized under this section:
- The proposal will further not detract from the intent of City's 2012 Vision;
  - The proposal is consistent with the intent of the Design Guidelines and Standards;
  - The proposal is similar or demonstrably superior to the original requirement does not result in unmitigated impacts greater than those associated with a proposal that otherwise complies with the standard or guideline;
  - The request for proportional compliance is not based on monetary savings;
  - The proposal is consistent with the City's Comprehensive Plan; and
  - The proposal will not be detrimental to the public health safety and welfare;

**Comment [aal11]:** This is both contrary to the plain language or RCW 82.02.020 and the U.S. Constitution under the recent *Koontz* decision. Failure to consider the economic burden placed on a development will ensure costly litigation, and constitutional claims are not covered by the City's insurance.

~~E. Alternatives: When a development or application for development proposes an alternative that is not specifically addressed in the standards and guidelines, the applicant shall bear the burden of proof in showing that the proposed alternative is equivalent or demonstrably superior to the requirements of the standards and guidelines. In making this decision the director shall enter findings of fact in substantial similarity to those found above in subsection D.1 – D.5.~~

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**Comment [aal12]:** The highlighted language is both contrary to the plain language or RCW 82.02.020 and the U.S. Constitution under the recent *Koontz* decision. The City, not the applicant, bears the burden of proof to show that a regulatory condition is related to and proportional to the impact sought to be addressed.

#### 17.43.030 Procedure

The procedures for design review shall be as provided in ~~chapter~~ Chapter 17.71 MMC, Procedures for Land Use Permits, as a process type II permit. The ~~director~~ Director shall be responsible for the implementation and enforcement of the standards and guidelines as provided for under ~~chapter~~ Chapter 17.71 MMC.

#### 17.43.040 Design Guidelines and Standards **adopted**

The following documents shall be utilized in design review as appropriate: the proposed developments listed in MMC 17.43.020.

**Comment [aal13]:** This seems to be left over from a prior draft, adds nothing and does not make sense.

A. The city hereby adopts the standards and guidelines published in the Uptown District Design Guidelines and Standards dated ~~October 30<sup>th</sup>, 2013~~ June xx, 2014, which shall be applied to the developments as listed in MMC 17.43.020.

**Comment [aal14]:** Redundant and potentially inconsistent with the applicability language above.

B. The City's currently adopted Comprehensive Plan.

C. The City Vision, adopted by the City Council in November 2012, ~~is hereby adopted by reference as the guidance for the standards and guidelines.~~

**17.43.050 Compliance.**

No permit for ~~construction or a use~~ **development** subject to these standards and guidelines shall be issued until the plans are in compliance with ~~the standards~~ **this chapter**. All such developments shall be maintained in compliance for the life of the structure, ~~unless new or different regulations are adopted. The director may require bonds or other guarantees to ensure the completion of a project consistent with approved plans.~~ **All such permitted** developments shall be in compliance with the ~~applicable standards and guideline~~ **standards** prior to occupancy, unless the ~~project proponent~~ **applicant** can show that meeting the conditions of approval or standards is not feasible prior to occupancy, in which case the ~~director~~ **Director** may, at his/her discretion, authorize bonding of certain item prior to occupancy.

**Comment [aal15]:** It is important to remain consistent with the applicability provision in MMC 17.43.020 above and refer to "development."

**Comment [aal16]:** This is likely unlawful and is facially unnecessary (in light of the rest of the code) as the City will not issue a certificate of occupancy for non-compliant construction.

**Section 3. Section 17.71.040 of the Milton Municipal Code, is hereby amended as follows;**

	Administrative			Quasi-Judicial		Legislative
	Process I	Process II	Process III	Process IV	Process V	Process VI
<b>Preapplication Meeting</b>	None	None	Optional	Recommended	Recommended	Recommended
<b>Notification Requirement</b>	None	None	500 feet	500 feet	500 feet	Citywide
<b>Neighborhood Meeting</b>	None	None	Optional	Required	Required	Optional
<b>Written Report</b>	None	Staff	Staff	Applicable Director	Applicable Director	Applicable Director
<b>Open Record Hearing</b>	None	None	None	Hearing Examiner	Hearing Examiner	Planning Commission
<b>Closed Record Hearing</b>	None	None	None	None	City Council	City Council
<b>Decision-Maker</b>	Applicable Director	Applicable Director/HE	Applicable Director	Hearing Examiner	City Council	City Council
<b>Administrative Appeal</b>	None	Hearing Examiner	Hearing Examiner	City Council	None	None
<b>Judicial Appeal</b>	Superior Court	Superior Court	Superior Court	Superior Court	Superior Court	Growth Management Hearings Board or Superior Court
<b>Type of Review/Permit</b>	<b>Enforcement Action</b> MMC Titles 5 – 18	<b>Code Interpretation</b> MMC Titles 8 – 18	<b>Minor Site Plan Approval</b> Chapter 17.62 MMC	<b>Preliminary Subdivision</b> Chapter 16.12 MMC	<b>Planned Development Master Plan</b> Chapter 17.38 MMC	<b>Code Amendment</b> MMC Title 17
	<b>Engineering</b>	<b>Home</b>	<b>Preliminary</b>	<b>Binding Site</b>	<b>Special Use</b>	<b>Comprehensive</b>

	Administrative			Quasi-Judicial		Legislative
	Process I	Process II	Process III	Process IV	Process V	Process VI
	<b>and Utilities</b> MMC Titles 12, 13, 16	<b>Occupation</b> Chapter 17.44 MMC	<b>Short Plat</b> Chapter 16.28 MMC	<b>Plan</b> Chapter 16.30 MMC <sup>1</sup>	<b>Permit</b> Chapter 17.42 MMC <sup>4</sup>	<b>Plan Amendment</b> Chapter 17.67 MMC
	<b>Clear and Grade Permit</b> Chapter 13.26 MMC	<b>Final Subdivision</b> Chapter 16.12 MMC <sup>1,2</sup>	<b>Minor Wireless Communication Facility</b> Chapter 17.58 MMC	<b>Major Wireless Communication Facility</b> Chapter 17.58 MMC		<b>Zoning Map Amendment<sup>5</sup></b> Chapter 17.68 MMC
	<b>Storm Water Drainage Permit</b> Chapter 13.26 MMC	<b>Deviation from Standards</b> Chapter 12.24, 13.26 or 17.50 MMC	<b>Modifications to Process IV Decisions</b>	<b>Mobile Home Park</b> Chapter 17.60 MMC <sup>1</sup>		<b>Shoreline Master Plan Amendment</b> Chapter 18.12 MMC
	<b>Building Permit</b> MMC Title 15	<b>Nonconforming Sign</b> Chapter 17.50 MMC	<b>SEPA</b> Threshold determination not otherwise combined Chapter 18.16 MMC	<b>Major Site Plan Approval</b> Chapter 17.62 MMC		
	<b>Boundary Line Revision</b> Chapter 16.29 MMC <sup>1</sup>	<b>Nonconforming Structures or Uses</b> Chapter 17.52 MMC	<b>Shoreline Substantial Development Permit<sup>6</sup></b> Chapter 18.12 MMC	<b>Conditional Use Permit</b> Chapter 17.64 MMC		
	<b>Sign Permits</b> Chapter 17.50 MMC	<b>Critical Areas Decision (Map)</b> Chapter 18.16 MMC <sup>1</sup>		<b>Revocation of Decision</b> All Processes		
	<b>Temporary Use</b> Chapter 17.56 MMC	<b>Design Review</b> <del>Chapter 17.43</del> <del>(MMC 17.43)</del>		<b>Variance</b> Chapter 17.65 MMC <sup>3</sup>		
	<b>Critical Areas or Exemption</b> Chapter 18.16 MMC			<b>Shoreline Conditional Use Permit or Shoreline Variance<sup>6</sup></b> Chapter 18.12 MMC		
	<b>Final Short Plat</b> Chapter 16.28 MMC <sup>1</sup>			<b>Reasonable Use Exception</b> Chapters 17.65 and 18.16 MMC		

Comment [aal17]: Formatting should be consistent: Chapter xx.xx MMC

**Section 4. Severability.** Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by State or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

**Section 5.** Copy to Department of Commerce. Pursuant to RCW 36.70A.106, the City Clerk is hereby authorized and directed to forward a copy of this ordinance to the Department of Community, Trade and Economic Development.

**Section 6. Effective Date.** This Ordinance shall take effect and be in full force 5 days after its publication.

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**PASSED AND APPROVED** by the City Council of the City of Milton, Washington, at a regularly scheduled meeting this \_\_ day of \_\_\_\_\_, 2013.

CITY OF MILTON

\_\_\_\_\_  
Debra Perry, Mayor

ATTEST/AUTHENTICATED:

\_\_\_\_\_  
Lisa Tylor, Deputy City Clerk

Approved as to form:

\_\_\_\_\_  
Bio Park, City Attorney

Date of Publication: \_\_\_\_\_

Effective Date: \_\_\_\_\_

Back to Agenda Bill

**UPTOWN DISTRICT SPECIAL PLANNING AREA**

**Introduction**

The 63-acre Uptown District is located along the City's eastern boundary. The area is generally bounded by Meridian Avenue E along the east, 28th Avenue S to the west and the edges of the existing commercial centers to the north and south. Milton Way runs east/west through the Uptown District, bisecting the District into north and south halves. The Uptown District is was created as an auto-oriented development in order to and captures significant pass-through traffic, which contributes to the City's economic vitality.



The Uptown District encompasses an existing commercial center that serves the Cities of Milton and Edgewood and regional pass-through traffic on Meridian Avenue E. Two existing shopping centers are located on the north and south sides of Milton Way, and oriented toward Meridian Avenue E. Each center is anchored by a grocery store and supported by a variety of related retail and office uses, including a public library. Existing development character is typical of traditional suburban style retail shopping centers, with one-story buildings to the rear of each site and parking areas developed between the buildings and Meridian Avenue E. Land use and implementing zoning designations are for commercial business uses, consistent with existing and envisioned development

The major streets in the Uptown District are Meridian Avenue E and Milton Way. Meridian Avenue E is a state-controlled facility also known as State Route 161, providing north/south regional connections to Pierce and King County destinations. The portions of Meridian Avenue E abutting the Uptown District are currently undergoing frontage have recently undergone improvements designed and constructed by WSDOT, with an estimated completion date sometime in late 2014.



## Land Use Element

Milton Way is designated as a minor arterial in Milton, providing mobility and access to destinations within the City. The intersection at Milton Way and Meridian Avenue E stands as the City's main intersection. [The portion of Milton Way in the Uptown District is a 60-foot-wide right-of-way.](#)

Jovita Boulevard E feeds into the [Uptown](#) District from the east, directly across from the entrance to the northerly commercial center.

The Jovita Boulevard Realignment Project, a shared project between the Cities of Milton and Edgewood, extends Emerald St east past Meridian connecting to Jovita Blvd, and also installed a new signalization at the intersection of Emerald/Meridian. The realignment improves the safety, grid network, traffic distribution and congestion by increasing the intersection spacing on Meridian Avenue S.

### Uptown District Vision

The Uptown District is to become the City's premier commercial center, characterized as a vibrant and inviting gateway to the City of Milton. Features, such as storefronts near the streets, parking located behind buildings, streetscape improvements, on street parking options and entry signs will revitalize the Uptown District and create a distinguished gateway to the City.



Through urban revitalization efforts, Milton's commercial center will be transformed into the vibrant, pedestrian friendly commercial center it deserves to be. The commercial area will once again give the citizens Milton a sense of ownership and distinguished character while acting as a gateway to the city.

## Land Use Element

### MILLTOWN DISTRICT SPECIAL PLANNING AREA

#### Introduction

The 200-acre Milltown District generally extends along Pacific Highway E (State Route 99) in the northwest corner of the City of Milton. The area is generally defined by existing Business and Light Manufacturing land use designations. Approximate boundaries include 10th Street E to the south and the King / Pierce county boundary to the north. The eastern boundary is provided by Interstate-5 for the majority of the District, with the exception of a small area east of Interstate-5 in the vicinity of the Porter Way/5th Avenue intersection. To the west, the District is generally bounded by Pacific Highway E and properties fronting this road.



The land immediately surrounding Pacific Highway E can be characterized as commercial and light industrial, consisting of storage, auto service facilities and similar uses. This area is crossed by Hylebos Creek and contains some small wetland areas.

Although there are some roads that access Pacific Highway E, the dispersed road and development patterns do not support a pedestrian-oriented environment. The area is primarily automobile dependent with few public amenities.

#### Milltown District Vision

The potential for future development along the Pacific Highway E corridor in Milton is anticipated to increase significantly as development along this corridor in the Cities of Fife and Federal Way extends to the north and south into Milton. The Pacific Highway E corridor provides an ideal



opportunity for flex development, characterized as buildings that support a mix of uses from administrative, office, light assembly, storage, laboratory, restaurant or other compatible uses. Because rental rates are typically inexpensive, flex-space provides a great opportunity for start-up businesses and, because it is flexible, offers businesses an opportunity to naturally develop and evolve within the district.

## Land Use Element Goals and Policies

### UPTOWN DISTRICT

#### Goal UD.1 Recognize and enhance the potential of the Uptown District as a vibrant commercial center.

- Pol. UD 1.1 Strengthen the distinctive visual character of the gateway, buildings and streetscapes to create a positive and memorable impression of the Uptown District.
- Pol. UD 1.2 Increase the intensity of activity with complementary infill and public uses.
- Pol. UD 1.3 Encourage storefronts oriented toward a “Main Street” along Milton Way with parking located behind the buildings ~~where feasible.~~
- Pol. UD 1.4 Provide on-street parallel parking along Milton Way within the existing right-of-way.
- Pol. UD 1.5 Encourage storefront development along Milton Way and signage along Meridian Avenue E that reinforces the gateway entrance to Milton at the Milton Way/Meridian Avenue E intersection and encourages development of a walkable district along Milton Way. ~~drive-through establishments to location along Meridian Avenue instead of along Milton Way.~~
- Pol. UD 1.6 Support the existing grocery stores that serve as anchors for the retail centers north and south of Milton Way, including maintaining ~~requisite~~ required parking, and access and visibility.
- Pol. UD 1.7 Encourage a balanced mix of retail, office and residential uses in the District. In order to promote a lively street environment, In multiple-story buildings ~~limit~~ encourage ground floor uses to retail, with office and residential on the floors above.
- Pol. UD 1.8 Support increased walkability on Milton Way ~~and Meridian Avenue E~~ through a variety of measures, including new crosswalks, widened sidewalks, increased landscaping, landscaped medians and on-street parallel parking.
- Pol. UD 1.9 Provide flexibility in development standards while maintaining an inviting visual environment.
- Pol. UD 1.9<sup>10</sup> Establish an internal circulation system in the commercial areas with internal “~~streets~~” drive isles and pedestrian walkways that clearly define and enhance the pedestrian realm.

#### Goal UD.2 Design distinctive streetscapes which unify and distinguish the District.

- Pol. UD 2.1 Design Milton Way and internal circulation streets to become a strong element of the District’s design identity, using distinctive streetscape standards, including sidewalks, crosswalks, street furniture, street signs, wayfinding, trees, landscaping and paving.
- Pol. UD 2.2 Ensure that the non-motorized ~~system~~ is internally provides connectivity along public streets and ~~connected and directly connected~~ connects pedestrian amenities in the right of way, to key destinations within the District.

## Land Use Element Goals and Policies

Pol. UD 2.3 Develop a plan for pedestrians to safely cross roadways both on the periphery and internal to the district, in order to provide for a safe an inviting pedestrian atmosphere throughout the district., ~~through large properties and parking lots.~~

Pol. UD 2.4 Promote shared use of driveways and parking to minimize traffic and pedestrian conflicts.

Pol. UD 2.5 Orient new buildings along Milton Way close to the street with visible pedestrian entrances and transparent windows.

### **Goal UD 3 Create a cohesive architectural character that embodies the Uptown District Vision.**

Pol. UD 3.1 Promote a cohesive built environment that is visually consistent and legible.

Pol. UD 3.2 Encourage a visual and architectural character that is respectful of context and history while seeking to remain current.

Pol. UD 3.3 Use design standards and form-based codes to achieve ~~encourage~~ modern, contemporary architecture for new buildings, while allowing for necessary maintenance and upkeep of existing buildings to avoid blight.

Pol. UD 3.4 Achieve overall consistency in character and quality that identifies the Uptown District as a unique place, while still allowing design flexibility.

Pol. UD 3.5 Integrate building characteristics with the streetscape, parking and wayfinding.

### **Goal UD 4 Use the design of signs to create a district identity, increase visibility and create a distinguished entry to the City of Milton**

Pol. UD 4.1 Develop a signage palette that is vibrant, visible and helps create a strong Uptown District identity.

Pol. UD 4.2 Establish standards for visually prominent commercial signs that increase visibility of businesses and signage while retaining a distinctive District character.

Pol. UD 4.3 Include sign standards in the form-based codes to ensure integration and compatibility with the overall desired character and function of the Uptown District.

### **Goal UD.5 Create a prosperous district by capitalizing on partnerships of business, civic and community organizations to provide a range of economic activities.**

Pol. UD 5.1 Explore creative options to capture new investment and development, such as through local incentives, tax exemptions or credits or grant programs.

Pol. UD 5.2 Partner with brokers, land owners and leasing agents to create building and permitting information sheets to assist in the recruiting of potential tenants.

## **Land Use Element Goals and Policies**

Pol. UD 5.3 Provide incentives for redevelopment that would provide increased flexibility for future development opportunities. Incentives may include flexibility in development standards, expedited permit review, City-led investments in stormwater facilities to serve the Uptown District or other similar measures.

## **Land Use Element Goals and Policies**

### MILLTOWN DISTRICT

#### **Goal MD 1 Support future development of the Milltown District as a successful flexible space employment center.**

- Pol. MD 1.1 Provide regulatory support for a flexible range of employment opportunities that allow for light industrial, retail, office, warehouse, restaurant, and other potential uses. Regulations should recognize the variety in scale and uses that can occur in the District.
- Pol. MD 1.2 Consider combining the existing Business and Light Manufacturing land use and zoning designations into a single designation that recognizes the industrial commercial mixed use character of the District. This designation would allow for a broad range flex-space uses throughout the Milltown District.
- Pol. MD 1.3 Provide flexibility in development standards while maintaining an inviting visual environment.
- Pol. MD 1.4 Monitor and update development standards and guidelines to make sure that standards and guidelines continue to provide flexibility in the range of uses and activities in the Milltown District.

#### **Goal MD 2 Establish the Milltown district's identity as an attractive, efficient and flexible employment center.**

- Pol. MD 2.1 Achieve overall consistency in character and quality that identifies the Milltown District as a unique place, while still allowing design flexibility.
- Pol. MD 2.2 While recognizing that the Milltown District will remain primarily auto-dependent, support standards to promote compact development with strong pedestrian connections and amenities. Pedestrian supportive features may include such elements as sidewalks, crosswalks, street furniture, street signs, wayfinding, trees, landscaping and paving
- Pol. MD 2.3 Encourage the location of buildings close to the street with visible pedestrian entrances and transparent windows.
- Pol. MD 2.4 Consider design standards that promote shared parking and location of loading and outdoor storage areas to the rear and sides of buildings where possible.
- Pol. MD 2.5 Establish standards for visually prominent signs that promote the Milltown District character.
- Pol. MD 2.6 Conserve and enhance wetlands, streams and other critical areas through clustering and compact development, while recognizing the operational needs of industrial uses and site limitations.

## Land Use Element Goals and Policies

Pol. MD 2.7 Use design standards and form-based codes to encourage the Milltown District's desired character. Include sign standards in the form-based code to ensure integration and compatibility with the overall desired character of the District.

### **Goal MD 3 Recruit, grow and sustain a range of mixed-employment opportunities in the Milltown district.**

Pol. MD 3.1 Provide incentives for site aggregation that would provide increased flexibility for future development opportunities. Incentives may include flexibility in development standards, expedited permit review or other similar measures.

Pol. MD 3.2 Identify and implement incentives that would encourage new development to locate in the Milltown District. For example, incentives may include targeted capital improvements such as infrastructure and amenities; regulatory assistance; and reduced permit processing times.

Pol. MD 3.3 Expand outreach to the business community, including a regular program of meetings with business owners and managers, ongoing outreach to industry organizations, and continued contact with area business associations.

[Back to Agenda Bill](#)

**CITY OF MILTON**

**ORDINANCE \_\_\_\_-13**

**AN ORDINANCE OF THE CITY OF MILTON,  
WASHINGTON; ADOPTING DESIGN  
STANDARDS AND GUIDELINES; THRESHOLDS  
FOR IMPLEMENTATION; A PROCESS FOR  
REVIEW AND APPROVAL OF DESIGN  
GUIDELINES STANDARDS; PROVIDING FOR  
SEVERABILITY; AND ESTABLISHING AN  
EFFECTIVE DATE**

WHEREAS, on November 19<sup>th</sup>, 2012 the City Council adopted the 2012 Vision Report: a Community of Neighborhoods, a City of Places, via Resolution 12-1826 at their regularly scheduled meeting; and

WHEREAS, the City Council directed the Planning Commission to consider adoption of design standards and guidelines as part of the 2013 Work Plan; and

WHEREAS, the Planning Commission reviewed design standards and guidelines at their August 28<sup>th</sup>, September 25<sup>th</sup> regularly scheduled meetings as well as at the September 11<sup>th</sup> and October 9<sup>th</sup> committee meetings; and

WHEREAS, the Planning Commission held a public hearing on October 30<sup>th</sup> 2013, and made a recommendation to the City Council; and

WHEREAS, the City Council held a public hearing on December 2<sup>nd</sup>, 2013; and

WHEREAS, the City of Milton desires to adopt design standards and guidelines for the proposed area in order to create a vibrant, pedestrian friendly commercial center to act as a gateway to the city; and

WHEREAS, a determination of non-significance was issued for the proposal on October 4<sup>th</sup>, 2013; and

WHEREAS, the State Department of Commerce has been provided with 60-day notice of intent to adopt development regulations;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MILTON,  
WASHINGTON DO ORDAIN AS FOLLOWS:**

**Section 1. Findings.** The above recitals are hereby adopted by reference as legislative findings in support of this ordinance. The City Council further enters the following additional findings:

A. The code amendments set forth herein bear a substantial relation to the public health, safety and welfare.

B. The code amendments set forth herein are in the best interest of City of Milton residents.

C. The code amendments set forth herein satisfy all relevant criteria for approval and adoption.

D. The zoning code amendments set forth herein have been processed, reviewed, considered and adopted in material compliance with all applicable state and local procedural requirements, including but not limited to the requirements codified in and Chapter 36.70A RCW and Chapter 35A.63 RCW.

E. All relevant procedural requirements of the State Environmental Policy Act have been satisfied with respect to this ordinance.

**Section 2. A new Chapter 17.43 of the Milton Municipal Code, titled “Design Standards and Guidelines”, is hereby added as follows**

Chapter 17.43  
DESIGN STANDARDS AND GUIDELINES

Sections:

- 17.43.010 Purpose.
- 17.43.020 Review
- 17.43.030 Procedures.
- 17.43.040 Design Standards and Guidelines adopted.
- 17.43.050 Compliance.

**17.43.010 Purpose.**

The purpose of this chapter is to establish the types of developments which shall be subject to design review pursuant to the adopted standards and guidelines. Further, the chapter shall establish the standards and guidelines for the ~~city~~ City of Milton, and the procedure to address conflicts between the standards and guidelines and the underlying zoning designation, should such a conflict arise.

**17.43.020 Review Required.**

A. Design Review: All development which falls within the thresholds provided in this section shall be subject to design review as provided for in ~~C~~chapter 17.71 MMC, Permit Decision and Appeal procedure.

B. Applicability: The following types of development shall be required to conform to the requirements of the Uptown District Design Standards and Guidelines, applicable to the type of development activity being undertaken (i.e., new buildings shall be required to comply with the standards and guidelines applicable to new buildings, parking lot standards shall apply to parking lot reconfiguration, etc.):

1. New buildings
2. Expansion of building footprint
3. Parking lot reconfiguration (not including actions such as relocation of ADA spaces, overlays, or other minor projects which do not alter the circulation pattern or physical location of the parking stalls)
4. External façade modification resulting in modification of more than 25% of the façade.

C. Conflicts: In the event of a conflict between the standards and guidelines adopted in section 17.43.040(a) and the underlying zoning code, the standards and guidelines shall apply. The standards and guidelines adopted in section 17.43.040(A) are not intended to and shall not be construed to modify, alter or supersede any provisions related to allowed or prohibited uses in the underlying zoning code.

D. In the event that a formal code interpretation is requested to rectify any conflict, the Director shall follow the process in Chapter 17.76 MMC, Administration and Enforcement, and Chapter 17.71 MMC, Permit Decision and Appeal procedure.

1. In making the interpretation, the Director shall refer to the director shall utilize the intent statements in the applicable sections of the standards and guidelines, the overall intent of the standards and guidelines, the goals and policies identified in the Comprehensive Plan, and the adopted 2012 Vision, in determining the appropriate standard to apply. This is not intended to create a new standard, but to identify which standard is most appropriate given the intent of the afore mentioned guidance documents. In making such a determination the director shall enter findings of facts in substantial similarity to those found below in subsection D.1 – D.5.

2. In case of inconsistency or conflict, regulations, conditions, or procedural requirements that are specific to an individual land use shall supersede regulations, conditions, or procedural requirements of general application.

3. The interpretation shall be in writing and shall include references to all provision of the City's adopted codes and regulations referenced or relied upon in making the determination.

4. In addition to the provisions of Chapter 17.76, the Director shall enter findings of facts in substantial similarity to those found below in subsection E.1 – E.5.

**Comment [CL1]:** Amendments to this section should be made with consultation from the property owners. It is possible to create thresholds, that are consistent with the requirement for the numerous parties of the CCRs to join in. Further discussion with the property owners is required for this to happen.

Furthermore, the thresholds should be modified to recognize the fact that the property managed by Wallace Property is seen, by them, as 6 separate buildings.

DE. Proportional Compliance: Where strict application of a standard or guideline will interfere with the use, existing building, site operations or use, circulation or access, the applicant may request a proportional compliance decision. A proportional compliance decision determines the extent to which a redevelopment project needs to meet the design standards and guidelines. It is intended to assure, for example, that a parking lot modification does not trigger the requirement for façade compliance with the design standards and guidelines; that a building modification that does not alter the parking or circulation patterns does not trigger parking and circulation compliance, etc. In making such a decision, the director shall enter findings of fact to support the proportional compliance decision. The findings shall include:

1. A description of unique site or building characteristics which prohibit strict application of the standard or guideline;
2. A description of why strict application of the standards and guidelines will interfere with the existing building or site operations and ultimately detract from the implementation of the adopted 2012 Vision;
3. A description of how the proposal meets the intent of the standards and guidelines for which proportional compliance is being sought;
4. A description of how the proposal meets the City's the adopted Visioning Report, Uptown District Comprehensive Plan policies, the Uptown District Standards & Guideline Purpose and Intent, Guiding Principles.
5. An affirmative decision shall be made on the following findings for any decision authorized under this section:
  - a. The proposal will further the intent of City's 2012 Vision;
  - b. The proposal is consistent with the intent of the Design Guidelines and Standards;
  - c. The proposal is similar or demonstrably superior to the original requirement;
  - d. The request for proportional compliance is not based on monetary savings;
  - e. The proposal is consistent with the City's Comprehensive Plan;
  - f. The proposal will not be detrimental to the public health safety and welfare;

EF. Alternatives: When a development or application for development proposes an alternative that is not specifically addressed in the standards and guidelines, the applicant shall bear the burden of proof in showing show that the proposed alternative is equivalent or demonstrably superior to the requirements of the standards and guidelines. In making this decision the director shall enter findings of fact in substantial similarity to those found above in subsection DE.1 -D.E.5.

#### **17.43.030 Procedure**

The procedures for design review shall be as provided in chapter 17.71 MMC, Procedures for Land Use Permits, as a process type II permit. The director shall be

responsible for the implementation and enforcement of the standards and guidelines as provided for under chapter 17.71 MMC.

**17.43.040 Design Guidelines and Standards adopted**

The following documents shall be utilized in design review as appropriate ~~the proposed developments listed in MMC 17.43.020;~~

A. The city hereby adopts the standards and guidelines published in the Uptown District Design Guidelines and Standards date October 30<sup>th</sup>, 2013, which shall be applied to the developments as listed in MMC 17.43.020.

B. The City’s currently adopted Comprehensive Plan.

C. The City Vision, adopted by the City Council in November 2012, is hereby adopted by reference as the guidance for the standards and guidelines.

**17.43.050 Compliance.**

No permit for construction or a use subject to these standards and guidelines shall be issued until the plans are in compliance with the standards. All such developments shall be maintained in compliance for the life of the structure. The director may require bonds or other guarantees to ensure the completion of a project consistent with approved plans. All such developments shall be in compliance with the standards prior to occupancy, unless the project proponent can show that meeting the conditions of approval or standards is not feasible prior to occupancy, in which case the director may, at his/her discretion, authorize bonding of certain item prior to occupancy.

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<b>Open Record Hearing</b>	None	None	None	Hearing Examiner	Hearing Examiner	Planning Commission
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<b>Decision-Maker</b>	Applicable Director	Applicable Director/HE	Applicable Director	Hearing Examiner	City Council	City Council

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	<b>Storm Water Drainage Permit</b> Chapter 13.26 MMC	<b>Deviation from Standards</b> Chapter 12.24, 13.26 or 17.50 MMC	<b>Modifications to Process IV Decisions</b>	<b>Mobile Home Park</b> Chapter 17.60 MMC <sup>1</sup>		<b>Shoreline Master Plan Amendment</b> Chapter 18.12 MMC
	<b>Building Permit</b> MMC Title 15	<b>Nonconforming Sign</b> Chapter 17.50 MMC	<b>SEPA</b> Threshold determination not otherwise combined Chapter 18.16 MMC	<b>Major Site Plan Approval</b> Chapter 17.62 MMC		
	<b>Boundary Line Revision</b> Chapter 16.29 MMC <sup>1</sup>	<b>Nonconforming Structures or Uses</b> Chapter 17.52 MMC	<b>Shoreline Substantial Development Permit</b> <sup>6</sup> Chapter 18.12 MMC	<b>Conditional Use Permit</b> Chapter 17.64 MMC		
	<b>Sign Permits</b> Chapter 17.50 MMC	<b>Critical Areas Decision (Map)</b> Chapter 18.16 MMC <sup>1</sup>		<b>Revocation of Decision</b> All Processes		
	<b>Temporary Use</b> Chapter 17.56 MMC	<b>Design Review</b> <a href="#">(Chapter 17.43 MMC-17-43)</a>	<b>Variance</b> Chapter 17.65 MMC <sup>3</sup>			
			<b>Shoreline Conditional Use Permit or Shoreline Variance</b> <sup>6</sup> Chapter 18.12 MMC			
	<b>Final Short Plat</b>		<b>Reasonable Use Exception</b>			

	Administrative			Quasi-Judicial		Legislative
	Process I	Process II	Process III	Process IV	Process V	Process VI
	Chapter 16.28 MMC <sup>1</sup>			Chapters 17.65 and 18.16 MMC		

**Section 4. Severability.** Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by State or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

**Section 5.** Copy to Department of Commerce. Pursuant to RCW 36.70A.106, the City Clerk is hereby authorized and directed to forward a copy of this ordinance to the Department of Community, Trade and Economic Development.

**Section 6. Effective Date.** This Ordinance shall take effect and be in full force 5 days after its publication.

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**PASSED AND APPROVED** by the City Council of the City of Milton, Washington, at a regularly scheduled meeting this \_\_ day of \_\_\_\_\_, 2013.

CITY OF MILTON

\_\_\_\_\_  
Debra Perry, Mayor

ATTEST/AUTHENTICATED:

\_\_\_\_\_  
Lisa Tylor, Deputy City Clerk

Approved as to form:

\_\_\_\_\_  
Bio Park, City Attorney

Date of Publication: \_\_\_\_\_  
Effective Date: \_\_\_\_\_

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## Review of April 21<sup>st</sup>, 2014 Letter from Schwabe, Williamson & Wyatt

This letter was presented to the City Council at their April 21<sup>st</sup> 2014 meeting. During this meeting the Council requested that these comments be addressed at a future study session. The bullet points below address the comments in the same order they were presented in the April 21<sup>st</sup>, 2014 letter.

- “Form based codes” – The letter recommends that the City not “tie their hands” to form based codes by adopting such specific policies in the Comprehensive Plan.
  - Analysis: The City Council specifically directed the Planning Commission to work toward the adoption of form based codes, in order to implement the Vision for the uptown district.

If the City wishes to not utilize form based codes in the Uptown District, it may need to amend the Comprehensive Plan in the future.
- “Flexibility from Milltown District” – This comment states the City is adopting a “Master Plan” for the Uptown District on two existing successful commercial centers. Furthermore, it compares the flexibility provided in the Milltown District (Policy MD 1.3 and 3.1) as being a more appropriate approach. Additionally this comment also recommends the policy related to internal circulation (UD 1.9) be removed.
  - Analysis: The City is not adopting a Master Plan for the area. Instead the City is adopting development regulations that will require re-development, and new development, to meet certain standards and guidelines, all of which correlate to implementing the adopted 2012 Vision.

Adding the language from Policy MD 1.3 and MD 3.1 to the Uptown District can provide addition guidance in flexibility for the Uptown District and assist in allowing for certain incentives in redevelopment proposals.

See “Internal Circulation” bullet point for further discussion regarding circulation concerns.
- “Regulatory flexibility and incentives” – This comment reminds the Council that the expert panel from the January 14<sup>th</sup>, 2014 Stakeholder Meeting, as well as City Officials agreed that stormwater codes and regulatory barriers may prohibit redevelopment, and that regulatory flexibility and incentives should be considered.
  - Analysis: As mentioned in the bullet point discussion immediately above, policies MD 1.3 & 3.1 from the Milltown District should be incorporated into the Uptown District to further clarify this.

Stormwater standards are handed down from the State in the form of the 2005 Department of Ecology Manual for Western Washington. Cities have little, if any, room to allow deviation from these standards, except for what is allowed in the Manual.

The comment states that no regulatory flexibility has been added to the ordinance. However, the section that allows for an alternative to the design standards and guidelines to be proposed, is proposed to be removed in their proposed redlines.
- “Internal Circulation” & “focus on Milton Way instead of Meridian” – The letter recommends removing all references and requirements to improving the internal circulation pattern on private property, and making the Design Standards and Guidelines non-applicable to any building NOT along Milton Way.

- Analysis: As discussed previously the current circulation pattern is auto centric and is not conducive to creating a walkable district (picture getting your oil changed at Premier Automotive and then walking to get lunch at Oliver's Sandwiches; you walk directly through a sea of parking lot with no pedestrian safety measures whatsoever). Standards and guidelines requiring internal pedestrian improvements will help this. Due to recent pedestrian/vehicular accidents in the district and the absence of any current pedestrian amenities, removing any language that aims to increase pedestrian safety, through site and building design, is not recommended.

This comment also talks about removing ALL development, other than those buildings along Milton Way, from being reviewed against the design standards and guidelines. This is an interpretation of the direction from the Ad-Hoc Committee to "soften" the approach to Meridian. Staff has taken the Ad-Hoc Committee direction of "softening" the approach to Meridian as meaning that we should lessen, not altogether remove the requirements.

- "Support option 4 making the DSG recommendations" & "remove build-to-lines along Meridian" – This comment states their support for making the Design Standards and Guidelines a "recommendation," and not a requirement of new development. The comment also states that options 2 or 3 would be acceptable as well; assuming the build-to-line along Meridian is removed.

- Analysis: The Council has contemplated "softening" the approach to Meridian. This was presented at the April 21<sup>st</sup> Council Meeting as options 2 & 3; which are mutually exclusive of each other.

Option 2 includes reducing the percentage of building required to be adjacent to the build-to-line. This would be reduced from 55% down to 35% to match Edgewood's standards on the east side of Meridian.

Option 3 would remove the build-to-line altogether, along Meridian. This means that there would be no percentage of a building required to be adjacent to the build-to-line.

- The primary concern from the property owners is their perceived absolute necessity to allow drive thru lanes between the building and Meridian.

IF the Council wishes to allow drive thru lanes between a building and Meridian, options 2 or 3 can achieve this in different ways.

Option 2 may be able to allow this, with some modification to the Design Standards and Guidelines. This would still maintain that 35% of the building must be adjacent to the build-to-line. To address the concern related to the location of drive thru lanes, an exception *could* be added to the design standards and guidelines that exempts drive thru businesses from the building frontage requirement; PROVIDED they install screening/fencing/landscaping to buffer the drive thru lane from the pedestrian realm and right-of-way. If included, this exception would NOT apply to businesses that do not have a drive thru; which would still need to meet the 35% frontage.

Option 3 would allow this without any other changes. By removing the build-to-line, we are essentially saying that 0% of the building needs to be adjacent to Meridian, as there is no longer a build-to-line.

- "Violation of CCRs" – This comment states that in order to achieve the desired outcome of the 2012 Vision, the buildings would need to be torn down and all governing documents would need to be vacated.

- Analysis: The CCRs for the property have been presented to Council. As defined in the CCRs there is only a small portion along Milton Way which is authorized to be built upon.

The CCR's have been amended numerous times since they were originally adopted in 1983. These are private agreements, and are not a requirement from the City. They are entered into between all the property owners and can be changed with the approval of all parties involved.

Nothing in the design standards and guidelines requires the CCRs to be vacated. The City is not requiring that development occur. The Design Standard and Guidelines simply state that if you want to build, you need to meet these standards. It should be assumed that any future building proposed by the property owners will meet their own CCRs.

The CCRs could be amended to match the Vision for the Uptown District, if all the property owners were on board.

- Effect of thresholds and proportional compliance – The letter purports that the proportional compliance process and the proposed thresholds/triggers located in the ordinance will have the effect of discouraging maintenance and market driven rejuvenation by requiring an “in for a penny, out for a pound” approach. For example the letter states that installation of pedestrian facilities and landscaping will also require subsequent improvements to the façade.

- Analysis: There appears to be a fundamental misunderstanding of the purpose of a “proportional compliance” decision. The goal of a proportional compliance decision is to AVOID the “in for a penny, in for a pound” problem. Specifically proportional compliance is defined as, “The degree to which a renovation or remodel project must conform to the design standards.”

For example: if the proposal is to expand the building, towards Milton Way, simply to allow for a walk in freezer; a proportional compliance decision may say that you do not have to extend it all the way to Build-to-line on Milton Way because that would inhibit circulation and would serve no purpose other than purely meeting the letter of the law.

This concept can also be applied to the example cited in the letter. If they propose to alter the internal circulation, a proportional compliance decision would say they are only modifying the parking lot, and should not have to update the building façade to meet the building design requirements.

- Burden of proof for proposed alternatives – The letter states that the burden of proof, being on the applicant when proposing an alternative, is in violation of the Koontz v. St Johns River Water Management decision.

- Analysis: There seems to be a fundamental misunderstanding as to the purpose of the “Alternatives” process. This is a process to allow an applicant to propose something that is not discussed or addressed in the design standards and guidelines, as an alternative. In this sense, it is a variance of sorts.

This means the alternative process is not a “development requirement”, but is an option for the developer to exercise if they so choose.

The Koontz decision essentially states that any jurisdiction imposing conditions on the issuance of development permits must comply with the "nexus" and "rough proportionality" standards (nexus means there is a direction connection between the

impact and the requirement to mitigate that impact. Rough proportionality means that a condition to mitigate an impact is proportionate to the impact it is mitigating); regardless if the requirement is simply to pay an impact fee, and even if the permit is denied due to lack of compliance with the condition. The Koontz decision generally applies adoption of development regulations and imposition of conditions of approval on a particular development.

As mentioned above, the “Alternative” process is not a requirement, but instead a measure of flexibility built into the Design Standards and Guidelines. Similar to a variance, the burden of proof in showing the proposed alternative still meets the goals and intent of the Uptown District and the Design Guidelines and Standards is fairly placed on the applicant.

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## Conceptual Options to Amend DRAFT Uptown Design Guidelines and Standards

Packaged options: The following options are packages of numerous changes that all implement a certain conceptual change. Each option will require different changes to numerous places in the document. Once direction on conceptual changes is provided, staff will work to amend the document as necessary to implement the chosen concept package.

1. No Change; keep the document as is – This would imply no changes to the ordinance or DRAFT Uptown Design Standards and Guidelines, included in your packet.
2. Soften approach toward Meridian St – This approach would focus primary on Milton Way in implementing the vision of a walkable, pedestrian oriented district. Building frontage requirements would be amended to match what Edgewood already requires for properties zoned Commercial on the east side of Meridian St.

This includes making changes to numerous places in the DRAFT Uptown Design Standards and Guidelines as outlined below:

- a. Reduce % of building required to be fronting Meridian St down to 35% from 55%; building still need to comply with the “build-to-line,” just less of the building needs to be physically adjacent to the street.
  - b. Do not require an entrance on Meridian St.
  - c. Require a “visual presence” along Meridian St. for 2 story buildings
3. Remove “build-to-line” from Meridian St – This approach removes the Meridian St frontage from the requirement to have a building adjacent to the street. Buildings would be able to be located anywhere, in relation to Meridian St.

This includes making changes to numerous places in the DRAFT Uptown Design Standards and Guidelines as outlined below:

- a. Remove build-to-line from Meridian St.
  - b. Adjust requirement for corner buildings along Meridian St.
4. Identify these are “recommendations” and not requirements – Make the DRAFT Uptown Design Guidelines and Standards a recommendation only and not required. This was a motion that failed to pass at the Planning Commission. The effective outcome would be similar to not adopting these standards.

This includes making changes to numerous places in Ordinance and the DRAFT Uptown Design Standards and Guidelines as outlined below:

- a. Remove requirement for Design Review from ordinance.
- b. Remove all language that implies these are required.



To: Mayor Perry and City Councilmembers  
From: Public Works Director Neal  
Date: June 9, 2014 Study Session  
Re: Six-Year Transportation Improvement Program (TIP)

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**ATTACHMENTS: Adopted 2014 - 2019 Six-Year TIP, for review and editing**

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**TYPE OF ACTION:**

Information Only  Discussion  Action  Expenditure Required:

**Recommendation/Action:** No action is necessary at this time. A final version of the 6-year TIP will be brought back to Council for formal adoption by resolution after a public hearing.

**Fiscal Impact/Source of Funds:** The 6-year TIP is based upon anticipated revenues versus desirable projects. There are always more projects than available revenues, so the TIP attempts to balance the two with an eye to City goals and priorities, including development requirements and maintenance of the existing system.

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**Previous Council Review:** None

**Issue:** The yearly update to the Six Year Transportation Improvement Program.

**Discussion:** The Six Year Transportation Improvement Program (TIP) is a planning document that lists all transportation-related projects that the City of Milton hopes to complete over the course of the next six years, starting at the beginning of 2014. Local agencies are required to develop and adopt a 6-year TIP every year. At least one public hearing must be held during the development of the final TIP, and adoption must occur by resolution.

The following is from the Municipal Research and Services Center (MRSC) webpage, and is a good summary of some of the requirements governing a TIP:

*Cities ([RCW 35.77.010](#)) and counties ([RCW 36.81.121](#)) are required to prepare and adopt a comprehensive transportation program for the ensuing six calendar years, after one or more public hearings, that is to be filed with the Secretary of the Washington State Department of Transportation after adoption. These six-year TIPs are to be consistent with the city or county comprehensive plan transportation element.*

*Six-year transportation improvement programs (TIP) are to include proposed road and bridge construction work and other transportation facilities and programs deemed appropriate and - since 2005 - any new or enhanced bicycle or pedestrian facilities identified pursuant to [RCW 36.70A.070\(6\)](#) or other applicable changes that promote non-motorized transit. They are also to contain information as to how a city or county will act to preserve railroad right-of-way in the event a railroad ceases to operate in its jurisdiction. In addition, a six-year TIP is to set forth those projects and programs of regional significance for inclusion in the transportation improvement program within that region.*

*The Washington State Department of Transportation (WSDOT) has compiled a [Statewide Transportation Improvement Program \(STIP\)](#) that includes a [STIP Searchable Web Database](#) from which projects can be located by agency or by MPO/RTPO.*

The State requires us to include all projects with secured funding and any projects that are planned but not funded in years 1 through 3. Those projects identified for years 1 through 3 are incorporated into the State TIP. In years 4 through 6, we identify projects that the City of Milton either would like to complete as funding becomes available or that require significant long-term planning to accomplish.

As a reminder, this is a **planning tool**, and is not meant to be a specific program of exactly what will happen. Variables such as funding, City goals, work load, and council priorities will have an impact on this plan. Adoption of the 6-year TIP does not irreversibly commit the City of Milton to constructing the projects. Changes, deletions, and revisions to the document are allowed by a majority of the City Council **at any time**, but only after a public hearing.

Each year's TIP is typically almost an exact duplicate of the previous year's TIP. Attached for the Council's reference is the TIP that was adopted in 2013, for the six year period 2014 thru 2019. Following is a summary of changes that were made prior to adopting last year's TIP:

1. The possibility of a new I-5 interchange was deleted.
2. A planning item for a feasibility study of the proposed I-5 Interchange was deleted.
3. A street lighting project for Milton Way, in response to the positive feedback on the street lighting installed as part of the Milton Way Improvement Project was still included.
4. A pedestrian improvement project along Oak Street from the western tip of Milton Community Park to the school entrance was still included.
5. A project to interconnect the signals on Milton Way at 23<sup>rd</sup>, 27<sup>th</sup>, and 28<sup>th</sup> with the signal at the SR161/Milton Way intersection and the new signal that was constructed as part of the Jovita Boulevard Realignment Project was still included.
6. A project for an elevated walkway in or around the West Milton Nature Preserve was still included.
7. Milton Way improvements in the Uptown area adjacent to Safeway and Albertsons was added.

8. Planning level streetscape design for the Milltown area along Pacific Highway was added.
9. Improvements to Interurban Trail crossings and other unsignalized pedestrian crossings was added.
10. School zone modifications to include Oak Street was added.
11. Modifications to the 28<sup>th</sup> Avenue / Milton Way intersection to address increases in traffic caused by the Jovita Boulevard Realignment Project was added.
12. A project to take pedestrian improvements from Milton Way down 20<sup>th</sup> to Fife High School was added.
13. A project to modify the 28<sup>th</sup> Avenue / SR161 intersection was added.
14. Improvements to the north end of 23<sup>rd</sup> Avenue including widening and pedestrian facilities was added.

During previous Council discussions, there has also been interest in adding a project to the TIP for a pedestrian link between Milton Way and the Interurban Trail. As discussed several years ago, there are too many variables to make an accurate assessment of cost for this project, such as location, right of way requirements, stormwater improvements, etc. Due to the potential high cost of this project, staff suggested that further scoping take place, perhaps even breaking the projects into multiple phases, prior to adding to the TIP. As such, this project is still not shown in the attached TIP from last year.

A new project to address the misalignment and traffic issues of the Milton Way / 11<sup>th</sup> Avenue / Oak Street intersections was proposed last year. However, these streets as they currently exist are reflected in the sketches from the City's recent visioning efforts. Any changes to the layout of these intersections would be a significant change to the vision that the Council adopted. If Council wants to pursue modifying these intersections, more discussion and a formal change to the adopted vision is recommended.

Another project for chip sealing of streets was suggested last year. Several presentations regarding pavement management programs, and specifically a chip sealing program, have been made to Council in recent years. Due to the severe deterioration of many of the smaller residential streets, chip sealing may not be an appropriate remedy. Further council discussion to clarify the extent of such a pavement management program is recommended prior to incorporating into the formal TIP.

At this time, Council needs to discuss whether these projects are still relevant/desired in light of recent developments in the City, projects by surrounding jurisdictions, the results of the visioning process, etc. Suggested changes and modifications will be incorporated into the new 2014 document for adoption at the June 16<sup>th</sup> meeting.



# CITY OF MILTON

SIX-YEAR COMPREHENSIVE  
TRANSPORTATION IMPROVEMENT PROGRAM  
2014-2019

# **PREFACE**

Chapter 35.77.010 of the Revised Code of Washington (RCW) provides that each city shall annually update its Six-Year Comprehensive Transportation Program and file a copy of the adopted Program with the Secretary of the Washington State Department of Transportation (WSDOT) each year. The Program is necessary to allow cities and counties to obtain State and Federal funding. For a project to obtain funding from the State, it must appear in the agency's current Program. Because the state also disperses federal highway funds, this requirement applies to federally funded projects as well.

RCW 35.77.010 also requires each city to specifically set forth those projects and programs of regional significance for inclusion in the transportation improvement program for that region. There are no projects included in this Program which are considered regionally significant.

The Program is based upon anticipated revenues versus desirable projects. There are always more projects than available revenues. Therefore, a primary objective of the Program is to integrate the two to produce a comprehensive, realistic program for the orderly development and maintenance of our street system.

Several important points must be considered during the review of the proposed Program. The early years of the Program are fairly definite in that it can be assumed that those projects will be constructed as scheduled, pending anticipated funding received. Projects in the later years are more flexible and may be accelerated, delayed or canceled as funding and conditions change.

It is also important to note that the adoption of the Program does not irreversibly commit the City of Milton to construct the projects. A project may be canceled at any time during the course of study or design. The usual reasons for canceling a project are that it is environmentally unacceptable or contrary to the best interests of the community as a whole. The Program may at any time be revised by a majority of the City Council, but only after a public hearing.

## **GRANT APPLICATIONS AND LEVERAGING LOCAL DOLLARS**

The need to leverage local dollars through grant applications is very important to the City, especially in light of the decrease in funding available for transportation related capital improvements. The intent of this Program is not only to list and program projects for funding, but to establish City Council approval to submit grant applications on those projects contained in the Program.

## **FUNDING SOURCES**

Although the following is a list of potential and typical funding sources for transportation related capital improvement projects, it is by no means an all-encompassing list. Furthermore, with the budget constraints being felt across the country, many funding sources are no longer reliable and/or are currently unfunded. The Public Works Department continues to search for other and new funding options that may not be included in this list.

## **A. Motor Vehicle Fuel Tax Funds**

By law, each city receives a proportionate share of the total state motor vehicle fuel tax. Money received is a monthly allocation based on population. Anticipated revenue from this tax is approximately \$140,000 each year for the next three years. At this time, the amount of motor vehicle fuel tax that the City of Milton receives is not used for capital improvement projects but serves to fund day to day operations of the Street Division and on-going maintenance of the existing street system.

## **B. Federal Aid Funding Programs (TEA-21, SAFETEA-LU, BROS, and BRM)**

Each of the Federal aid programs listed below has specific requirements a project must meet to qualify for funding under the individual program. For a project to receive funding from any of these sources it must compete with other public agency projects.

It is important to note that not all of the federal aid programs listed below are still viable options for funding. With changes in the economy, and related decisions by the legislature, transportation funding options are subject to change without notice.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) restructured Federal highway programs and its successor, the Transportation Efficiency Act of 1998 (TEA-21). Project prioritization and selection must be done by the Metropolitan Planning Organization (MPO) in areas of greater than 200,000 population. The MPO for this region (in which the City of Milton is located) is the Puget Sound Regional Council (PSRC).

There are a number of specific funding programs under TEA-21. These include the following:

1. STPC Surface Transportation Program – Competitive: This is a statewide competitive program.
2. STPE Surface Transportation Program – Enhancements: This is a regionally competitive program for transportation facility enhancement projects.
3. STP Surface Transportation Program: This is a regionally competitive program.
4. CMAQ Congestion Mitigation and Air Quality: This is a regionally competitive program intended for projects that significantly improve air quality.
5. HES Hazard Elimination System: This is a statewide competitive program specifically oriented toward the elimination of hazards to the traveling public.
6. BRM Bridge Replacement On System. This is a statewide competitive program for the rehabilitation and replacement of bridges that are on the federal aid highway system.
7. BROS Bridge Replacement Off System: This is a statewide competitive program for the rehabilitation and replacement of bridges that are not on the federal aid highway system.

### **C. Transportation Improvement Board (TIB)**

The TIB has a number of statewide competitive programs which use criteria developed by the TIB for prioritization of projects. The three TIB programs in which the City can compete are as follows:

- a. UAP Urban Arterial Program. This program is for arterial street construction with primary emphasis on safety and mobility.
- b. SP Urban Sidewalk Program. This program is for the improvement of pedestrian safety, and to address pedestrian system continuity and connectivity. This program typically has very limited funds.
- c. APP Arterial Preservation Program. This program provides funding for overlay of federally classified arterial streets through TIB's maintenance management program.

### **D. Community Development Block Grants (CDBG)**

This is a program to provide physical improvements within low-income census tracts within the City. At this time, the City of Milton does not have any low-income census tracts, and thus is not eligible for this funding source.

### **E. City Funding Sources**

- a. Real Estate Excise Tax (REET). This funding source comes from the two ¼% REET's charged by the City on the sale of real estate within the City limits. By law, the City's REET is allocated between parks, facilities, stormwater, and transportation related capital improvements. Last year, the State Legislature expanded the potential uses of REET money to include some maintenance items as well. Unfortunately, with the downturn in the economy, the City has experienced a major drop in real estate sales as well. At this time, it would be unrealistic to anticipate more than \$50,000 in REET monies each year.
- b. Transportation Benefit District (TBD). This option for funding transportation improvements was created by legislature in 1987, and allows for revenue generation in several ways. At this time the City does not have a TBD.

### **F. Washington State Department of Transportation**

- a. Safe Routes to Schools Program: This program is for the improvement of safety and mobility for children by enabling and encouraging them to walk and bicycle to school.
- b. Pedestrian and Bicycle Program: This program's objective is to improve the transportation system to enhance safety and mobility for people who choose to walk or bike.

### **G. Surface Water Management Program**

The City's Surface Water Drainage Fund has a designated amount set aside for capital improvements. These funds go toward paying for drainage facilities constructed in conjunction with street improvements, along with other identified stormwater capital improvement projects.

## **CONSISTENCY WITH LAND USE MANAGEMENT PLAN**

The State's Growth Management Act (GMA) requires local governments to develop and adopt comprehensive plans covering land use, housing, capital facilities, utilities, and transportation. These comprehensive plans must balance the demands of growth with the provision of public facilities and services and, in particular, transportation facilities and services. The City of Milton was required to develop and adopt a comprehensive plan that is in conformance with the requirements of the GMA.

The City of Milton has, as part of its Comprehensive Plan, a Transportation Element with a Master Goal to "Ensure that transportation facilities and services needed to support development are available concurrent with the impacts of such development to protect investments in existing transportation facilities and services, maximize the use of the facilities and services, and promote orderly compact growth."

Specific goals include the following:

1. To develop, maintain, and operate a balanced, safe, and efficient multi-modal transportation system.
2. To assure adequate accommodation of pedestrian and handicapped persons needs in all transportation facilities.
3. To ensure adequate parking in commercial areas in order to support economic growth, while maintaining consistency with design and pedestrian circulation goals.

The projects in the Six-Year Comprehensive Transportation Program are intended to conform to the goals within the City's current Comprehensive Plan.

**Six-Year Comprehensive Transportation Program  
2014 - 2019**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2014	2015	2016	2017-2019	2014-2019
<b>SECTION 1</b>							
<b>PUBLIC WORKS TRUST FUND (PWTF)</b>							
<b>LOAN PAYMENTS</b>							
1.1 2002 Overlay Program	City		24	24	23	68	139
<b>Total Estimated Cost \$471</b>	Grant		0	0	0	0	0
	Other		0	0	0	0	0
	<b>Total</b>		<b>24</b>	<b>24</b>	<b>23</b>	<b>68</b>	<b>139</b>
1.3 Milton Way & 27th Avenue	City		40	39	39	117	235
<b>Total Estimated Cost \$578</b>	Grant		0	0	0	0	0
	Other		0	0	0	0	0
	<b>Total</b>		<b>40</b>	<b>39</b>	<b>39</b>	<b>117</b>	<b>235</b>
1.4 Milton Way & 28th Avenue	City		32	32	31	93	188
<b>Total Estimated Cost \$463</b>	Grant		0	0	0	0	0
	Other		0	0	0	0	0
	<b>Total</b>		<b>32</b>	<b>32</b>	<b>31</b>	<b>93</b>	<b>188</b>
	City		96	95	93	278	562
	Grant		0	0	0	0	0
	Other		0	0	0	0	0
<b>TOTALS</b>	<b>Total</b>		<b>96</b>	<b>95</b>	<b>93</b>	<b>278</b>	<b>562</b>

**Six-Year Comprehensive Transportation Program  
2014 - 2019**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2014	2015	2016	2017-2019	2014-2019
<b>SECTION 2 NEW CONSTRUCTION ARTERIAL STREET PROJECTS</b>							
2.2 5th Avenue Improvements - 376th Street @ King/Pierce County Line to 5th Avenue @ Porter Way <b>Total Estimated Cost \$10,000</b>	Road rebuild, realignment, widening, signalization, raise road bed, bridge over Hylebos.	City	0	0	50	50	100
		Grant	0	0	50	4800	4850
		Other	0	0	50	5000	5050
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>9850</b>	<b>10000</b>
2.3 28th Avenue - Birch Street to Alder Road Extension - Comet Street to Alder Street <b>Total Estimated Cost \$1,940</b>	Extend roadway. Sch C of (Jovita Realign)/ Emerald/28th (A=Edgewood). Signals at 28th and Emerald are excluded.	City	0	0	0	16	16
		Grant	0	0	0	389	389
		Other	0	0	0	1535	1535
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1940</b>	<b>1940</b>
<b>TOTALS</b>		City	0	0	50	66	116
		Grant	0	0	50	5189	5239
		Other	0	0	50	6535	6585
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>11790</b>	<b>11940</b>

**Six-Year Comprehensive Transportation Program  
2014 - 2019**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2014	2015	2016	2017-2019	2014-2019
<b>SECTION 3</b>							
<b>ROADWAY IMPROVEMENTS</b>							
3.1 Safety Improvements in the Vicinity of Schools includes: Maine Street - school to Milton Way; Juniper Street - 11th Avenue to Milton Way; 19th Avenue - Milton Way to Alder Street; Oak Street - 11th Avenue to School <b>Total Estimated Cost \$950</b>	May include sidewalks, crossing improvements, signage, etc. in vicinity of schools.	City	0	0	0	50	50
		Grant	150	150	150	450	900
		Other	0	0	0	0	0
		<b>Total</b>	<b>150</b>	<b>150</b>	<b>150</b>	<b>500</b>	<b>950</b>
3.2 Milton Way Improvements - N side, 17th Avenue to 22nd Avenue <b>Total Estimated Cost \$772</b>	Minor pavement repair, minor storm drainage, construct sidewalk.	City	14	0	138	0	152
		Grant	70	0	550	0	620
		Other	0	0	0	0	0
		<b>Total</b>	<b>84</b>	<b>0</b>	<b>688</b>	<b>0</b>	<b>772</b>
3.3 Milton Way Improvements - 20th to Porter Way <b>Total Estimated Cost \$3,150</b>	Curb, gutter, sidewalks, retaining walls.	City	0	0	0	300	300
		Grant	0	0	0	2850	2850
		Other	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3150</b>	<b>3150</b>
3.5 Porter Way Improvements - W side, 5th Avenue to Kent Street <b>Total Estimated Cost \$324</b>	Minor pavement repair, minor storm drainage, construct sidewalk.	City	0	0	0	73	73
		Grant	0	0	0	251	251
		Other	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>324</b>	<b>324</b>
3.6 Milton Way Improvements - 28th to Meridian <b>Total Estimated Cost \$580</b>	Uptown Area improvements in line with adopted vision.	City	0	116	0	0	116
		Grant	0	0	100	0	100
		Other	0	0	364	0	364
		<b>Total</b>	<b>0</b>	<b>116</b>	<b>464</b>	<b>0</b>	<b>580</b>
3.7 Milton Way / 28th Avenue - Intersection Modifications <b>Total Estimated Cost \$250</b>	Modify lanes and signal timing to address increase in traffic.	City	0	10	20	0	30
		Grant	0	40	180	0	220
		Other	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>50</b>	<b>200</b>	<b>0</b>	<b>250</b>

**Six-Year Comprehensive Transportation Program  
2014 - 2019**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2014	2015	2016	2017-2019	2014-2019
<b>SECTION 3 ROADWAY IMPROVEMENTS</b>							
3.8 Milton Way / High School - Pedestrian Connection Schedule A (B=Fife) <b>Total Estimated Cost \$4,000</b>	Construction of pedestrian improvement from Porter down Milton Way and 20th to the High School. Partner with Fife.	City	0	0	0	300	300
		Grant	0	0	0	2850	2850
		Other	0	0	0	850	850
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4000</b>	<b>4000</b>
3.9 SR161 / 28th Avenue - Intersection Modifications <b>Total Estimated Cost \$500</b>	Realign intersection including paving, curb and gutter, sidewalk, and signal work.	City	0	0	0	100	100
		Grant	0	0	0	400	400
		Other	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>500</b>	<b>500</b>
3.10 23rd Avenue Improvements - Emerald to Alder <b>Total Estimated Cost \$1000</b>	Widening, Stormwater, and Pedestrian improvements.	City	0	0	0	200	200
		Grant	0	0	0	800	800
		Other	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1000</b>	<b>1000</b>
<b>TOTALS</b>		City	14	126	158	1023	1321
		Grant	220	190	980	7601	8991
		Other	0	0	364	850	1214
		<b>Total</b>	<b>234</b>	<b>316</b>	<b>1502</b>	<b>9474</b>	<b>11526</b>

**Six-Year Comprehensive Transportation Program  
2014 - 2019**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2014	2015	2016	2017-2019	2014-2019
<b>SECTION 4</b>							
<b>TRAFFIC SIGNALS</b>							
4.1 Milton Way Signal Interconnect	Interconnect signals at 23rd, 27th, & 28th with SR161 Signal	City	0	0	0	30	30
<b>Total Estimated Cost \$30</b>		Grant	0	0	0	0	0
		Other	0	0	0	0	0
		<b>Total</b>		0	0	0	30

**Six-Year Comprehensive Transportation Program  
2014 - 2019**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2014	2015	2016	2017-2019	2014-2019
<b>SECTION 5</b>							
<b>TRANSPORTATION PLANNING</b>							
5.1 Pavement Management System	Maintain and update.	City	5	0	5	5	15
5.2 Transportation Model	Update transportation model.	City	0	50	0	0	50
5.3 Development Guidelines Modifications	Update development guidelines for more consistency and ease of use.	City	5	0	5	5	15
5.5 Milltown Area Streetscape	Planning level cross sections and streetscapes.	City	25	10	0	0	35
<b>Total Estimated Cost \$35</b>							
		City	35	60	10	10	115
		Grant	0	0	0	0	0
		Other	0	0	0	0	0
<b>TOTALS</b>		Total	35	60	10	10	115

**Six-Year Comprehensive Transportation Program  
2014 - 2019**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2014	2015	2016	2017-2019	2014-2019
SECTION 6 BIKEWAYS							

**Six-Year Comprehensive Transportation Program  
2014 - 2019**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2014	2015	2016	2016-2018	2013-2018
<b>SECTION 7</b>							
<b>STREET LIGHTING</b>							
7.1 Milton Way Street Lighting (15th to 23rd)	Add street lights to already improved portions of Milton Way	City	35	0	0	0	35
		Grant	35	0	0	0	35
		Other	0	0	0	0	0
		<b>Total</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>

**Six-Year Comprehensive Transportation Program  
2014 - 2019**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2014	2015	2016	2017-2019	2014-2019
SECTION 8 BRIDGES							

**Six-Year Comprehensive Transportation Program  
2014 - 2019**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2014	2015	2016	2017-2019	2014-2019
<b>SECTION 9</b>							
<b>BEAUTIFICATION &amp; TRAILS</b>							
9.1 Interurban Trail SR 161 / Military Missing Link - 380th Street / Triangle / SR 161 to Edgewood limits <b>Total Estimated Cost \$1,043</b>	Complete portion of trail including Triangle / Gateway & Diesing area to Edgewood.	City	0	0	0	16	16
		Grant	0	108	0	216	324
		Other	0	95	0	608	703
		<b>Total</b>	<b>0</b>	<b>203</b>	<b>0</b>	<b>840</b>	<b>1043</b>
9.2 Interurban Trail Underpass, King County <b>Total Estimated Cost \$1,761</b>	Underpass design and construction to allow safe crossing of State Route 161, connecting the Interurban Trail on each side.	City	0	0	0	100	100
		Grant	0	0	0	0	0
		Other	0	0	0	1661	1661
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1761</b>	<b>1761</b>
9.3 West Milton Nature Peserve Walkway <b>Total Estimated Cost \$605</b>	Design and construction of elevated walkway.	City	0	0	0	60	60
		Grant	0	0	0	545	545
		Other	0	0	0	0	0
		<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>605</b>	<b>605</b>
<b>TOTALS</b>		City	0	0	0	176	176
		Grant	0	108	0	761	869
		Other	0	95	0	2269	2364
		<b>Total</b>	<b>0</b>	<b>203</b>	<b>0</b>	<b>3206</b>	<b>3409</b>

**Six-Year Comprehensive Transportation Program  
2014 - 2019**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2014	2015	2016	2017-2019	2014-2019
<b>SECTION 10</b>							
<b>ROADWAY RESTORATION PROJECTS</b>							
10.2 Pavement Management Program - Priority locations based on pavement management system results. <b>Total Estimated Cost \$1,575</b>	City		50	50	50	225	375
	Grant		200	200	200	600	1200
	Other		0	0	0	0	0
	<b>Total</b>		<b>250</b>	<b>250</b>	<b>250</b>	<b>825</b>	<b>1575</b>
<b>TOTALS</b>	City		50	50	50	225	375
	Grant		200	200	200	600	1200
	Other		0	0	0	0	0
	<b>Total</b>		<b>250</b>	<b>250</b>	<b>250</b>	<b>825</b>	<b>1575</b>

**Six-Year Comprehensive Transportation Program  
2014 - 2019**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2014	2015	2016	2017-2019	2014-2019
SECTION 11 NEIGHBORHOOD TRAFFIC MANAGEMENT							

**Six-Year Comprehensive Transportation Program  
2014 - 2019**

PROJECT COSTS IN THOUSANDS OF DOLLARS							
EXPENDITURE PLAN							TOTAL FUNDS
Project Description			2014	2015	2016	2017-2019	2014-2019
<b>SECTION 12 OTHER</b>							
12.1 Unsignalized Pedestrian Crossings	May include pavement modifications, ramp changes, flashing beacons, etc.	City	12	12	12	12	48
<b>Total Estimated Cost \$100</b>		Grant	13	13	13	13	52
		Other	0	0	0	0	0
		<b>Total</b>		25	25	25	25
12.2 School Zone Modifications	Including Oak Street.	City	0	15	0	0	15
<b>Total Estimated Cost \$25</b>		Grant	0	10	0	0	10
		Other	0	0	0	0	0
		<b>Total</b>		0	25	0	0
		City	12	27	12	12	63
		Grant	13	23	13	13	62
		Other	0	0	0	0	0
<b>Totals</b>		<b>Total</b>	25	50	25	25	125

**Six-Year Comprehensive Transportation Program  
2014 - 2019**

PROJECT COSTS IN THOUSANDS OF DOLLARS								
EXPENDITURE PLAN					TOTAL FUNDS	SOURCE OF FUNDS		
Project Description	2014	2015	2016	2017 -2019	2014 -2019	City Funds	Grant Fund	Other
Public Works Trust Fund Loan Payments	96	95	93	278	562	562	0	0
New Construction Arterial Street Projects	0	0	150	11790	11940	116	5239	6585
Roadway Improvements	234	316	1502	9474	11526	1321	8991	1214
Traffic Signals	0	0	0	30	30	30	0	0
Transportation Planning	35	60	10	10	115	115	0	0
Bikeways	0	0	0	0	0	0	0	0
Street Lighting	70	0	0	0	70	35	35	0
Bridges	0	0	0	0	0	0	0	0
Beautification & Trails	0	203	0	3206	3409	176	869	2364
Roadway Restoration Projects	250	250	250	825	1575	375	1200	0
Neighborhood Traffic Management	0	0	0	0	0	0	0	0
Other	25	50	25	25	125	63	62	0
<b>TOTALS</b>	<b>710</b>	<b>974</b>	<b>2030</b>	<b>25638</b>	<b>29352</b>	<b>2793</b>	<b>16396</b>	<b>10163</b>

**Six-Year Comprehensive Transportation Plan  
2014 - 2019**

PROJECT COSTS IN THOUSANDS OF DOLLARS					
CITY FUNDS					TOTAL FUNDS
Project Description	2014	2015	2016	2017-2019	2014-2019
2002 Overlay Program	24	24	23	68	139
Milton Way & 27th Avenue	40	39	39	117	235
Milton Way & 28th Avenue	32	32	31	93	188
<b>Section 1 - PWTR Loan Payments</b>	<b>96</b>	<b>95</b>	<b>93</b>	<b>278</b>	<b>562</b>
5th Ave Imp.-376th @ King/Pierce Co. Line to 5th Ave @ Porter Way	0	0	50	50	100
28th Avenue - Birch to Alder Road Extension - Comet to Alder	0	0	0	16	16
<b>Section 2 - New Construction Arterial Street Projects</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>66</b>	<b>116</b>
Safety Improvements in the Vicinity of Schools	0	0	0	50	50
Milton Way Improvements - N side, 17th Avenue to 22nd Avenue	14	0	138	0	152
Milton Way Improvements - 20th to Porter Way	0	0	0	300	300
Porter Way Improvements - W side, 5th Avenue to Kent Street	0	0	0	73	73
Milton Way Improvements - 28th to Meridian	0	116	0	0	116
Milton Way / 28th Avenue - Intersection Modifications	0	10	20	0	30
Milton Way / High School Pedestrian Connt. Sch. A (B=Fife)	0	0	0	300	300
SR161 / 28th Avenue - Intersection Modifications	0	0	0	100	100
23rd Avenue Improvements - Emerald to Alder	0	0	0	200	200
<b>Section 3 - Roadway Improvements</b>	<b>14</b>	<b>126</b>	<b>158</b>	<b>1023</b>	<b>1321</b>
Milton Way Signal Interconnect	0	0	0	30	30
<b>Section 4 - Traffic Signals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>
Pavement Management System	5	0	5	5	15
Transportation Model	0	50	0	0	50
Development Guidelines Modifications	5	0	5	5	15
Milltown Area Streetscape	25	10	0	0	35
<b>Section 5 - Transportation Planning</b>	<b>35</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>115</b>
Milton Way Street Lighting	35	0	0	0	35
<b>Section 7 - Street Lighting</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>
Interurban Trail SR 161 / Military Road Missing Link	0	0	0	16	16
Interurban Trail Underpass, King Co.	0	0	0	100	100
West Milton Nature Preserve Walkway	0	0	0	60	60

**Six-Year Comprehensive Transportation Plan  
2014 - 2019**

PROJECT COSTS IN THOUSANDS OF DOLLARS					
CITY FUNDS					TOTAL FUNDS
Project Description	2014	2015	2016	2017-2019	2014-2019
<b>Section 9 - Beautification &amp; Trails</b>	0	0	0	176	176
Pavement Management Programs priority locations	50	50	50	225	375
<b>Section 10 - Roadway Restoration Projects</b>	50	50	50	225	375
Unsignalized Pedestrian Crossings	12	12	12	12	48
School Zone Modifications	0	15	0	0	15
<b>Section 12 - Other</b>	12	27	12	12	63
<b>TOTALS</b>	242	358	373	1820	2793

Back to Agenda Bill



To: Mayor Perry and City Councilmembers  
From: Public Works Director Neal  
Date: June 9, 2014 Study Session  
Re: Re-examine Street Standards

- 
- ATTACHMENTS:**
- A. **MMC 12.24, "Street Requirements"**
  - B. **Table 1.2, "Functional Streets Classifications", current Comprehensive Plan**
  - C. **Implementation Matrix – Transportation Element Policies, current Comprehensive Plan**
  - D. **Chapter 42, "City and County Design Standards for All Routes", pages 42-1 and 42-2, WSDOT Local Agency Guidelines**
  - E. **Street Sections, "City of Milton Development Guidelines and Public Works Standards"**

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**TYPE OF ACTION:**

Information Only

Discussion

Action

Expenditure Required:

**Recommendation/Action:** No decisions need to be made at this time. Staff would like direction from Council.

**Fiscal Impact/Source of Funds:** N/A

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**Previous Council Review:** N/A

**Issue:** During previous discussions, Council indicated an interest in re-examining the City's street standards.

**Discussion:** The subject of streets standards is actually quite broad. There are three primary factors that, when combined, encompass the entire concept of a street standard – policy, technical, and aesthetic.

*POLICY*– Included as Attachments A, B, and C are the City's adopted policies on street standards.

*TECHNICAL* - Chapter 35.78 RCW requires cities to adopt uniform definitions and design standards for municipal streets and roads. Standards for arterials are set through RCW 35.78.030 and RCW 35.78.040 by a state design standards committee in cooperation with the Washington State Department of Transportation. These uniform design standards apply to all new construction on major arterial and secondary arterial roads and streets and to reconstruction of old such roads and streets as far as practicable. Street and road standards for cities can be part of overall development requirements, or stand alone documents.

*AESTHETIC* – This is typically the area in which cities can individualize the streets in different areas of towns. Landscaping, pedestrian amenities, traffic calming items, and the like can all significantly change the feel of street. Is on street parking desired? Would colored concrete bring attention to the walking paths? Where in the City should decorative street lighting be installed? Those are the types of questions that apply to the aesthetic aspect of street standards.

To serve as a basis for this discussion, attached are copies of the street sections in the City's Development Guidelines and Public Works Standards.

the state of Washington. Notice by mail shall be by certified or registered mail. The owner's last known address shall be the address listed with the county assessor's office unless the owner has provided a different current address to the city or the city has independent knowledge of a different current address for the owner.

C. The notice provisions set forth above at subsection B shall include a provision informing the owner(s) that if the condition is not corrected, as required by a date specified, which date shall be no less than 15 days from the date of the notice of in-state owners and no less than 20 days for out-of-state owners, that the city, through the public works director/designee, may elect, without further notice to the owner, to correct the condition with the option of charging the owner for the reasonable costs and expenses incurred by the city. Reasonable costs and expenses shall include the costs of any of the city's labor and materials, including overhead. If the city elects to obtain a survey of the right-of-way area, all or part of the costs of said survey may be charged to the owner; provided, that the conditions requiring remediation are determined to be on or over the right-of-way, including any visual obstruction of the right-of-way. The total of said costs and expenses shall become a charge against the owner of the property and may be secured by a lien against the property. Where title to the property is held by more than one owner, the city may, in its discretion, elect to seek correction and cost recovery from all or any of the title owners.

D. Notice of the lien provided for herein shall conform substantially and as relevant to the lien notice and filing provision of Chapter 60.04 RCW including RCW 60.04.031, 60.04.051 and 60.04.061. (Ord. 1282 § 1, 1995).

## Chapter 12.24

### STREET REQUIREMENTS

#### Sections:

- 12.24.010 Purpose and application.
- 12.24.020 *Reserved.*
- 12.24.030 Streets – Required widths.
- 12.24.040 Streets – Additional right-of-way dedication required when.
- 12.24.050 *Reserved.*
- 12.24.060 *Reserved.*
- 12.24.070 Streets – Horizontal curves.
- 12.24.080 Streets – Vertical curves.
- 12.24.090 Streets – Reverse curve tangents.
- 12.24.100 Streets – Minimum centerline offsets.
- 12.24.110 Cul-de-sacs.
- 12.24.120 Streets – Private streets.
- 12.24.130 Streets – Names.
- 12.24.140 Alleys.
- 12.24.150 Blocks.
- 12.24.160 Street improvement requirements.
- 12.24.165 Frontage improvements in developed areas.
- 12.24.170 *Reserved.*
- 12.24.180 Standards and specifications.
- 12.24.190 Deviation from standard.

#### 12.24.010 Purpose and application.

The purpose of this chapter is to specify the design requirements for streets in the city of Milton. Nothing in this chapter shall be construed as limiting the authority of the city to impose additional traffic mitigation under other applicable law, including but not limited to the Washington State Environmental Policy Act, Chapter 43.21C RCW. It is the policy of the city to require development to mitigate its impacts to the fullest extent allowed by the law, including but not limited to off-site traffic mitigation. Nothing in this chapter shall be applied in a manner that violates the constitutional rights of a property owner. The public works director is authorized to waive any requirements in this chapter to the minimum extent necessary to protect those rights. The

public works director is authorized to commission a traffic study, at the expense of the applicant, to determine if any infrastructure required of any developer by this chapter satisfies constitutional requirements. (Ord. 1658 § 1, 2006; Ord. 955 §§ 2, 3, 1984).

**12.24.020 Reserved.**

(Ord. 1658 § 1, 2006; Ord. 955 §§ 2, 3, 1984).

**12.24.030 Streets – Required widths.**

The minimum width of right-of-way, measured from lot line to lot line, shall be not less than as follows:

A. Principal arterial streets shall have a right-of-way width of not less than 65 feet.

B. Minor and collector arterial streets, not designated as bicycle routes in the city's comprehensive plan, shall have a right-of-way width of not less than 52 feet.

C. Minor and collector arterial streets designated as planned bicycle routes in the city's comprehensive plan shall have a right-of-way width of not less than 57 feet.

D. Local access streets shall have a right-of-way width of not less than 47 feet.

E. Minor access streets shall be 30 feet wide. Minor access streets are streets which are necessary to allow access to properties where additional right-of-way cannot be obtained or which serve property by and through an easement where additional property cannot be obtained.

F. Alleys shall be 20 feet wide. Alleys are minor public ways used primarily for a service access to the back or side of properties otherwise abutting on a street.

G. The required right-of-way width for any required right-of-way dedication shall be determined by the public works director.

H. In cases where topography or other physical conditions make a street of the required minimum width impracticable, the public works director or city engineer may modify the requirements of this section. Through proposed business areas, the required right-of-way widths shall be increased at least 10 feet on each side, if needed to provide park-

ing without interference of normal passing traffic. (Ord. 1658 § 1, 2006; Ord. 955 §§ 2, 3, 1984).

**12.24.040 Streets – Additional right-of-way dedication required when.**

A. Subdivisions, plats, short subdivisions or site plans that adjoin existing streets shall dedicate additional right-of-way to meet the minimum street width requirements of MMC 12.24.030. A property owner shall also dedicate adjoining right-of-way to meet minimum street width requirements prior to the issuance of a building permit for the construction, repair or alteration of any structure that does not qualify as a single-family home. Dedication shall only be required to the extent generally necessary to mitigate traffic generated by the proposed land use activity.

B. The entire right-of-way shall be provided when any part of the subdivision, plat, site plan, short subdivision or other development activity identified in this section is on both sides of the existing street.

C. When the subdivision, plat, site plan, short subdivision or other development activity identified in this section is located on only one side of an existing street, one-half of the required right-of-way, measured from the centerline of the existing roadway, shall be provided. (Ord. 1658 § 1, 2006; Ord. 955 §§ 2, 3, 1984).

**12.24.050 Reserved.**

(Ord. 1658 § 1, 2006; Ord. 955 §§ 2, 3, 1984).

**12.24.060 Reserved.**

(Ord. 1658 § 1, 2006; Ord. 955 §§ 2, 3, 1984).

**12.24.070 Streets – Horizontal curves.**

Where a deflection angle of more than 10 degrees in the alignment of a street occurs, a curve of reasonably long radius shall be introduced. On arterial streets, the centerline radius of curvature shall be not less than 300 feet; on other streets, not less than 100 feet, unless specified otherwise by the public works director or the city engineer. (Ord. 1658 § 1, 2006; Ord. 955 §§ 2, 3, 1984).

## 12.24.080

### 12.24.080 Streets – Vertical curves.

A. All changes in grade shall be connected by vertical curves of a minimum length of 50 feet unless specified otherwise by the public works director or the city engineer.

B. Profiles of all streets showing natural and finished grades shall be drawn to a scale of not less than one inch equals 100 feet horizontal and one inch equals 20 feet vertical, when required by the public works director or the city engineer. (Ord. 1658 § 1, 2006; Ord. 955 §§ 2, 3, 1984).

### 12.24.090 Streets – Reverse curve tangents.

A tangent of at least 100 feet in length shall be introduced between reverse curves on arterial streets. (Ord. 1658 § 1, 2006; Ord. 955 §§ 2, 3, 1984).

### 12.24.100 Streets – Minimum centerline offsets.

Street jogs with centerline offsets of less than 125 feet shall not be allowed. (Ord. 1658 § 1, 2006; Ord. 955 §§ 2, 3, 1984).

### 12.24.110 Cul-de-sacs.

A. Cul-de-sacs shall have an outside roadway diameter of at least 80 feet and a street right-of-way diameter of at least 100 feet.

B. Where, in the opinion of the public works director or the city engineer, it is desirable to provide for street access to adjoining property, proposed streets shall be extended by dedication to the boundary of such property. Such dead-end streets shall be provided with a temporary turnaround having a right-of-way diameter of at least 80 feet. (Ord. 1658 § 1, 2006; Ord. 955 §§ 2, 3, 1984).

### 12.24.120 Streets – Private streets.

Private streets shall be streets that cannot ever be extended. All private streets shall adhere to the requirements within this chapter. The rights-of-way of private streets shall not be included as part of a lot in determining the applicable bulk and dimensional regulations set forth in Chapters 17.15A and 17.15B MMC. The city shall receive full easement rights over, under, across and through said

street for fire, aid, police, and utilities. The city shall regularly inspect the streets to make certain they are kept properly maintained. If a homeowners' association is formed and will be responsible for the maintenance of the private street, a copy of the covenant will be filed with the city. (Ord. 1658 § 1, 2006; Ord. 1355 § 1, 1998; Ord. 955 §§ 2, 3, 1984).

### 12.24.130 Streets – Names.

A. Proposed streets which are obviously in alignment with others already existing and named shall bear the names of the existing streets. Others shall be named in accordance with the city street naming and numbering system.

B. The council shall have the authority to grant a variance to change street names or numbers to maintain harmony in the city and that the variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the vicinity. (Ord. 1658 § 1, 2006; Ord. 955 §§ 2, 3, 1984).

### 12.24.140 Alleys.

Alleys shall be provided to the rear of all lots used for business purposes and shall not be provided in residential blocks except where the subdivider produces satisfactory evidence of the need for the alleys. (Ord. 1658 § 1, 2006; Ord. 955 §§ 2, 3, 1984).

### 12.24.150 Blocks.

Blocks shall be as the planning commission, public works department or engineers consider necessary to secure efficient use of land or desired features of street pattern. (Ord. 1658 § 1, 2006; Ord. 955 §§ 2, 3, 1984).

### 12.24.160 Street improvement requirements.

A. All newly dedicated streets shall be improved with a permanent street as approved by the public works director. Improvements shall be permanent hard surface, three-inch asphalt concrete pavement with all the proper base course and drainage control as approved by the public works director or city engineer.

B. All streets shall be improved with no less than a 26-foot width of pavement.

C. Minimum pavement width for half-street improvements shall be 24 feet.

D. Street improvements and street frontage improvements shall be required as follows:

1. Curbs, gutters, and sidewalks shall be required for all frontage improvements on arterial streets designated in the city's comprehensive plan. Frontage improvements shall also be required on the following residential streets: Oak Street, Kent Street from Porter Way to Kent Way, 10th Avenue from Yuma Street to Taylor Street, and 11th Avenue from Taylor Street to Milton Way.

2. Five-foot-wide bike lanes shall be required on all streets designated as bike routes in the city's comprehensive plan.

3. For full subdivisions, frontage improvements shall be required on both sides of all internal streets, regardless of whether they are public or private streets, and on all existing streets adjacent to the subdivision.

4. For three- and four-lot short plats, frontage improvements shall be constructed on all street frontages adjacent to the short plat, including a lot with an existing house if applicable.

5. Curbs, gutters, and sidewalks shall be required on one side only of an internal street serving a four-lot subdivision.

6. For a two-lot short plat, where a house is located on one lot, curbs, gutters, and sidewalks shall be required on existing street frontages adjacent to the lot to be developed in accordance with the policies for requiring frontage improvements in developed areas. However, no frontage improvements shall be required on the lot which contains the existing house. Where neither lot contains an existing house, frontage improvements shall be required on existing streets adjacent to both lots.

7. If a two-lot short plat is proposed, where one lot is a developed lot with frontage on a public street, and a new "panhandle lot" is created behind the front lot, frontage improvements will be required on the lot fronting the public street in accordance with the policies for requiring frontage improvements in developed areas.

8. For a two-lot short plat, where both lots contain an existing house, no frontage improvements will be required.

9. All development, including single-family home construction, and all short plats, in the MX zone shall construct frontage improvements on all adjacent street frontages.

10. For all commercial, industrial, and multifamily developments, frontage improvements shall be required on all existing streets adjacent to the proposed development.

11. Where the construction of frontage improvements requires the construction or relocation of utilities, the cost of such utility construction or relocation shall be borne by the developer or property owner.

NOTE: "Frontage improvements" shall mean the construction of cement concrete curbs, gutters, and sidewalks. Frontage improvements and street improvements shall include design and construction of storm water facilities as required by the most currently adopted storm water manual and at the direction of the city engineer or designated city engineer. They may also include landscaping where required by the Milton Municipal Code.

Wherever cement concrete curbs are required, vertical curbs shall be installed. Rolled or wedge curbs shall not be allowed. (Ord. 1721 § 1, 2008; Ord. 1658 § 1, 2006; Ord. 955 §§ 2, 3, 1984).

#### **12.24.165 Frontage improvements in developed areas.**

A. Frontage improvements shall be required to be constructed if:

1. It will result in the installation of at least 150 feet of sidewalk, or where the proposed installation and undeveloped land immediately adjacent to the proposal add up to at least 150 feet (undeveloped land may include a buildable site that is part of a large improved property), or

2. If sidewalk presently exists within 150 feet of the proposed development, within the same block and on the same side of the street.

B. If neither of the above situations exist, the developer or property owner shall have the following choices:

## 12.24.170

1. Build the required frontage improvements, or

2. Pay a fee, equal to the estimated cost of construction of the frontage improvements, that would go into a fund to construct sidewalks within the city at locations that would be more beneficial to the general public than the small frontage of the proposed development. The public works director shall take notice that RCW 82.02.020 may require the fees to be expended or refunded within five years of collection, and shall manage the fees accordingly. (Ord. 1658 § 1, 2006).

### 12.24.170 Reserved.

(Ord. 1658 § 1, 2006; Ord. 955 §§ 2, 3, 1984).

### 12.24.180 Standards and specifications.

All roads whether public or private shall be constructed as per the most current edition of the "Standard Specifications for Road and Bridge and Municipal Construction," as adopted by the Washington State Department of Transportation. (Ord. 1658 § 1, 2006; Ord. 955 §§ 2, 3, 1984).

### 12.24.190 Deviation from standard.

A. Authority. The director of public works may grant a deviation from the requirements of this chapter using Process Type II (Chapter 17.71 MMC). In granting any deviation, the director may prescribe conditions that are deemed necessary or desirable for the public interest.

B. Application. Any applicant may apply to the director for a deviation from the requirements of this chapter with the submission of a completed application and fee pursuant to Chapter 3.48 MMC (City Fees and Permit Charges).

C. Findings of Fact. The director may grant a deviation from the minimum requirements in order to avoid unnecessary hardship to the applicant prior to permit approval and construction. A deviation may be granted; provided, that a written finding of fact is prepared by the city engineer that addresses the following:

1. The deviation from the standard does not create any safety hazards;

2. The deviation from the standard is not counter to sound engineering practice;

3. The deviation from the standard will not be detrimental to public health, nor injurious to other properties in the vicinity;

4. The deviation does not violate any other local, state, county, or federal regulation or ordinance; and

5. The deviation from standard fulfills the intent of the public works standards of the city of Milton.

D. Prior Approval. Any deviation shall be approved prior to permit approval and construction.

E. Duration of Deviation. Deviations granted by the director shall expire one year from the date of approval. The director may grant successive extensions up to one year each for good cause if the requested deviation continues to satisfy the standards of approval. The construction permitted under this deviation shall be completed and approved prior to expiration of the deviation.

F. Approval of a deviation shall not be construed as a new standard.

G. Decision and Appeal. Decisions and appeals on deviations to standards shall be made pursuant to Process Type II (Chapter 17.71 MMC, Permit Decision and Appeal Processes). (Ord. 1741 § 10, 2009).

TABLE I.2  
FUNCTIONAL STREETS CLASSIFICATIONS  
CITY OF MILTON

Roads by Classification	From	To
<b>Interstate</b>		
Interstate 5	Extents	
<b>Principal Arterial</b>		
*SR 161 / Enchanted Parkway / Meridian Street E	Extents	
*SR 99 / Pacific Highway E.	Extents	
<b>Minor Arterial</b>		
Military Road S.	Extents	
Milton Way	Porter Way	Meridian E.
Porter Way	Pacific Highway E.	Milton Way
Yuma Street	Extents	
<b>Collector (Federal Highway Administration Designations)</b>		
5 <sup>th</sup> Avenue	North city limits	Porter Way
23 <sup>rd</sup> Avenue	Milton Way	Taylor Street
70 <sup>th</sup> Avenue	10 <sup>th</sup> Street E.	12 <sup>th</sup> Street E.
Milton Way	Porter Way	South city limits
Porter Way	Milton Way	Taylor Street
Taylor Street	Porter Way	SR 161 (Meridian E.)
<b>Collector (City of Milton Designations)</b>		
10 <sup>th</sup> Avenue	Emerald Street	Milton Way
11 <sup>th</sup> Avenue	Emerald Street	Milton Way
15 <sup>th</sup> Avenue	Alder Street	Yuma Street
19 <sup>th</sup> Avenue	Alder Street	Milton Way
23 <sup>rd</sup> Avenue	Alder Street	Milton Way
27 <sup>th</sup> Avenue	Alder Street	Milton Way
28 <sup>th</sup> Avenue	SR 161 (Enchanted Pkwy)	Milton Way
70 <sup>th</sup> Avenue E.	Pacific Highway E.	10 <sup>th</sup> Street E.
Alder Street	15 <sup>th</sup> Avenue	SR 161 (Enchanted Pkwy)
Emerald Street	11 <sup>th</sup> Avenue	23 <sup>rd</sup> Avenue
Fife Way	Extents	
Juniper Street	11 <sup>th</sup> Avenue	Milton Way
Kent Street	10 <sup>th</sup> Avenue	11 <sup>th</sup> Avenue
<b>Local Access</b>		
All other roads within Milton City Limits		

Source: Henigar & Ray, 1994; AHBL, 1995, 2001; Federal Highway Administration, 2001.

\*Indicates principal arterials under state jurisdiction.

## IMPLEMENTATION MATRIX – TRANSPORTATION ELEMENT POLICIES

### REGULATORY ACTIONS

POLICY/OTHER BASIS	STRATEGY/ACTION	PRIORITY
MM 1.7 Provide and promote pedestrian and bicycle paths.	Amend development regulations to require pedestrian connections in new development. (See also Capital Improvement/Fiscal Action Section.)	1
MM 1.8 Accommodate bicycle safety in street network, including designating bicycle routes.	Require adequate width on new and reconstructed roads to accommodate bicycle lanes.	1.5
PED 1.1 Encourage sidewalks, paths and trails in new development.	See response to MM 1.7.	1
PED 1.3 a. Establish pedestrian business district in Mixed Use Town Center and Commercial zones. b. Prohibit or restrict auto-oriented development. c. Modify placement of buildings to encourage pedestrian activities. d. Restrict front yard parking.	Amend development code to establish pedestrian-oriented uses and standards for Mixed Use Town Center and Commercial zones. (For clarification, are pedestrian districts intended to be designated outside of the MX Zone?)	2.5
PED 1.4 Improve pedestrian amenities through public improvements, sign regulations, and development standards.	a) Amend sign code to promote pedestrian scale signage in pedestrian districts. b) Amend development standards to require proportionate pedestrian amenities in new development. c) Institute a pedestrian improvement fund.	a) 1.5 b) 1.5 c) 1.5
PED 1.5 Incorporate high standards of design in new streets and sidewalks. Enhance street corridors with landscaping. To the extent feasible, preserve street trees.	Review existing street standards, including landscaping. Amend as necessary to achieve desired streetscape and improvement standards.	2
PED 1.7 Include user safety measures in design of non-motorized facilities.	Develop standards for bicycle and pedestrian facilities that incorporate user safety (e.g., separations, crossings).	1

Priority ratings: 1 = High, should be implemented in the first 2 years  
 2 = Medium, should be implemented by year five, but may be reevaluated in the next 5-year update  
 3 = Low, implement as resources and opportunities allow, but not at expense of higher priorities - reassessed in next 5-year update

## IMPLEMENTATION MATRIX – TRANSPORTATION ELEMENT POLICIES

POLICY/OTHER BASIS	STRATEGY/ACTION	PRIORITY
PK 1.2 Encourage on-street parking.	Amend development code to allow application of on-street parking toward off-street parking requirements in adjacent new development, where appropriate.	2
TL 1.1 Design transportation facilities in a manner that minimizes impacts on natural drainage patterns and soil profiles.	Require additional information on the policy intent.	2

### CAPITAL IMPROVEMENT/FISCAL ACTIONS

POLICY/OTHER BASIS	STRATEGY/ACTION	PRIORITY
TR 1.2 Issue no development permits where the project requires transportation improvements outside the scope of the CFP, except that developers may provide needed improvements or strategies to mitigate impacts.	a) Require transportation concurrency for new development. b) Develop a transportation mitigation payment system.	Underway
TR 1.3 Produce financially feasible plan in CFP. Adopt and annually update TIP as part of CFP.	a) Develop CFP according to the growth and type of development anticipated in the Land Use Element, and according to anticipated funding levels. Amend Land Use Element as necessary to maintain consistency with the CFP. b) Annually update TIP.	a) 1.5 b) 1.5
TR 1.5 Require concurrency for new development. Require studies to determine transportation impacts.	See response to TR 1.2.	1
TR 1.8 Require developers to provide new infrastructure and mitigate off-site impacts. Encourage alternate modes to reduce SOV reliance.	a) Adopt transportation impact fees. b) Participate in regional transit and non-motorized efforts.	a) 1 b) 1
TR 1.10 Base timing of implementation actions in Comp Plan on availability of financial resources.	Adopt as a financial policy.	1

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## IMPLEMENTATION MATRIX – TRANSPORTATION ELEMENT POLICIES

POLICY/OTHER BASIS	STRATEGY/ACTION	PRIORITY
TR 1.11 Projects consistent with Comp Plan have highest funding priority. (repeats CFP Pol. CF 2.1)	Adopt as a financial policy.	1
TR 1.12 Fund only projects incorporated into City budget.	Adopt as a financial policy.	1.5
TR 1.13 Maintenance, safety improvements and completion of existing grid system have funding priority over new roads.	Set priorities in TIP consistent with policy.	1
TR 1.15 Support additional analysis of traffic conditions along S.R. 161 and Milton Way.	Work with the State DOT, Edgewood and Pierce County to analyze conditions.	1.5
MM 1.2 Encourage measures such as: a) Multi-modal alternatives b. Land use coordination c. Prioritized improvements d. Park-and-ride lots.	a) Ensure that funded CFP projects are sufficient to accommodate projected growth. b) Prioritize projects within the TIP that will provide the most benefit. c) Coordinate with transit agencies on development of park-and-ride lots in or near the City.	a) 2 b) 2 c) 2
MM 1.5 Minimize bicycle–auto conflicts with signage at intersection of trails and roads.	Program signage improvements for intersections of bicycle trails and roads in TIP.	1.5
MM 1.6 Encourage bicycle racks at destination points.	a) Identify destination points and incentives for bicycle racks in new development. b) Identify funds for installation of bicycle racks at public facilities.	a) 2 b) 2
MM 1.7 Provide and promote pedestrian and bicycle paths.	For designated bicycle routes, include bicycle lanes in programmed CFP street improvements. (See also Regulatory Actions)	1.5
MM 1.9 Encourage and assist improvements to Interurban Bicycle Trail.	Design and construct trail.	Underway
PED 1.2 Improve pedestrian facilities along Milton Way.	Program pedestrian improvements along Milton Way and in TIP.	1.5

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## IMPLEMENTATION MATRIX – TRANSPORTATION ELEMENT POLICIES

POLICY/OTHER BASIS	STRATEGY/ACTION	PRIORITY
PED 1.6 Explore addition of sidewalks to major street maintenance/reconstruction projects. Identify funding sources, promote LIDs and include a sidewalk alternative in construction bids.	Determine costs and potential funding sources for the addition of sidewalks to major street maintenance and reconstruction projects.	1.5
PED 1.8 Local streets should provide pedestrian use through connections to a larger network, safe design and traffic calming.	Identify priority sidewalks and other pedestrian-related improvements for local streets, and program projects in the TIP.	1.5
PED 1.9 Design and develop the Interurban Trail to link neighborhoods to the regional trail network. Work with WSDOT to develop grade-separated pedestrian crossings at major arterials.	a) Program Interurban Trail improvements in the TIP. b) Lobby WSDOT for financial participation in grade-separated crossings.	a) 1 b) 1

### PROGRAMMATIC/ADMINISTRATIVE ACTIONS

POLICY/OTHER BASIS	STRATEGY/ACTION	PRIORITY
TR 1.1 Adopt level of service (LOS) D inside the City. Adopt Pierce Transit System LOS. Work with Pierce Transit on agreement on applicability of LOS to corridor service.	a) LOS adopted as part of the Comprehensive Plan. b) Work with Pierce Transit on agreement on transit service frequency.	a) 2 (Underway). b) 2 (Underway)
TR 1.4 Improvements to transportation system should accommodate projected growth.	Base CFP transportation improvements on growth forecast and Land Use Element.	Underway
TR 1.4.1 Apply a functional street classification system to road network.	Adopt functional street classification.	Underway
TR 1.4.2 Classification system should address motorized and non-motorized users' needs and safety.	Amend design standards and classification system to include all transportation modes.	2
TR 1.6 Solicit action by Counties and State on State and County arterial improvements necessary to maintain City-adopted LOS.	Identify key improvements, and lobby County and State annually..	2

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## IMPLEMENTATION MATRIX – TRANSPORTATION ELEMENT POLICIES

POLICY/OTHER BASIS	STRATEGY/ACTION	PRIORITY
TR 1.9 Coordinate land use and public works planning with financial planning to conserve resources.	a) Ensure internal consistency between Land Use and CFP Elements annually. b) Use Land Use Element as the basis for functional plans annually.	1
TR 1.14 Request State and Counties place high priority on S.R. 161 improvements.	Coordinate with WSDOT and Counties to request S.R. 161 improvements.	2
TR 1.16 Coordinate with Counties and adjacent cities on LOS.	Conduct review of LOS with adjacent jurisdictions as part of annual amendments.	2
TR 1.17 Coordinate with WSDOT on LOS for state-owned facilities.	Adopt LOS for state-owned facilities.	Underway
MM 1.1 Encourage flexible, adaptive and multiple uses of transportation facilities and services.	See response for TR 1.4.2	1
MM 1.3 Encourage integration, coordination and linkage of all transportation modes.	Apply policy in development of annual TIP.	2
MM 1.4 Work with transit agencies to provide service links with other communities, regional rail, and employment and commercial centers.	Lobby transit agencies to provide service improvements to residents and employees of Milton.	2
MM 1.7.1 Coordinate non-motorized facilities with adjacent jurisdictions.	Work with adjacent jurisdictions on coordination of improvements.	2
MM 1.10 Support coordination with Counties for development of Interurban Bicycle Trail.	Coordinate with other agencies on funding and development of the Interurban Bicycle Trail.	Underway
MM 1.11 Support coordination between Pierce Transit, Sound Transit and Metro in developing transit service.	See response to MM 1.4.	2
MM 1.2 Support development of paratransit.	See response to MM 1.4.	2
PK 1.1 Evaluate parking needs through parking study.	Conduct a comparative study of parking regulations for various land uses.	2

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## IMPLEMENTATION MATRIX – TRANSPORTATION ELEMENT POLICIES

POLICY/OTHER BASIS	STRATEGY/ACTION	PRIORITY
<p>PK 1.3 Explore parking alternatives in town center commercial area. Reduce parking provided by individual developments. Promote pedestrian mobility and minimize pedestrian/vehicular conflicts.</p> <p>a. Administration Directional signage                      b. Joint-use parking                      c. Separating short-/intermediate-/long-term parking                      d. Add public parking</p>	<p>a) Reduce or provide greater flexibility in parking requirements in the town center commercial area.                      b) Install directional signs to public parking.                      c) Designate public parking areas according to length of stay.                      d) Acquire and develop additional public parking in the town center commercial area.</p>	<p>a) 2                      b) 2                      c) 2                      d) 2</p>
<p>TL 1.2 Promote routes and transportation modes to reduce energy consumption.</p>	<p>Implement policies that promote Transportation Demand Management, mass transit and bicycle and pedestrian connections.</p>	<p>2</p>
<p>TL 1.3 Encourage employers to implement Transportation Demand Management.</p>	<p>Work in coordination with other agencies to promote TDM programs among employers.</p>	<p>2</p>
<p>TL 1.4 Site, design and buffer transportation facilities and services to be harmonious with surroundings.</p>	<p>Amend regulations and street design standards.</p>	<p>1.5</p>
<p>TL 2.1 Coordinate land use and facility/utility planning. Adopt procedures that encourage service and utility providers to use Land Use Element in facilities planning.</p>	<p>Make the Comprehensive Plan and regular updates available to facility/utility agencies, identifying areas of anticipated growth.</p>	<p>1.5</p>
<p>TL 2.2 Recognize role of public facilities and amenities in providing a family environment.</p>	<p>Adopt policies supporting public investment in neighborhood transportation improvements that contribute to quality of life.</p>	<p>1</p>
<p>TL 2.3 Work with local, regional and state jurisdictions to develop land use strategies that support public transportation.</p>	<p>Work with other jurisdictions and agencies to develop land use plans and regulations to promote transit-oriented development.</p>	<p>2</p>

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## IMPLEMENTATION MATRIX – TRANSPORTATION ELEMENT POLICIES

POLICY/OTHER BASIS	STRATEGY/ACTION	PRIORITY
TL 2.4 Consider the impacts of land use decisions on roads. Road improvements should be consistent with proposed densities.	a) Implement a traffic mitigation program for new development. b) Ensure consistency between the CFP and the Land Use Element.	a) 1 (Underway) b) 1 (Underway)
TL 2.5 Discourage through traffic on local access roads.	a) Monitor traffic volumes on local access roads. b) Program traffic calming/traffic revision or other measures in the TIP to reduce through traffic as necessary.	a) 1.5 b) 1.5
TL 2.6 Develop Transportation Demand Management strategies. Focus on high congestion areas.	See response to TL 1.3.	2
TL 2.7 Design and develop Milton Way as an urban boulevard to accommodate traffic volumes, create east-west bike/pedestrian corridor, draw traffic into the town center, and establish gateways.	Prepare design and cost estimates.	1
TL 2.8 Employ traffic calming techniques in residential zones in balance with street classification and design capacity.	See response to TL 2.5.	1.5
TL 3.1 Support development of the Interurban right-of-way as part of a regional bicycle trail system.	See response to MM 1.10	1.5
TL 3.2 Support development of paths and marked roadways linking the Interurban trail with City resources.	a) Identify opportunities for an integrated bicycle trail system. b) Program necessary improvements in the TIP.	a) 1 b) 1

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### 42.1 Introduction

The City Design Standards Committee and the County Design Standards Committee, in accordance with [RCW 35.78.030](#) and [43.32.020](#), meet on a regular basis to review and update the city and county design standards for all facilities (NHS and Non-NHS).

The Local Agency Engineer may approve use of the minimum AASHTO and related standards as contained in the references. Design deviations must have the approval of the Washington State Department of Transportation (WSDOT) Local Programs in accordance with [RCW 35.78.040](#) or [RCW 36.86.080](#) as appropriate. When AASHTO and/or related design standards as contained in the references are updated and published, agencies must incorporate the new design standards for all projects no later than two years after of the publication date.

All projects are subject to Americans with Disabilities Act (ADA) requirements for accessibility. For guidance on ADA standards, please see *Design Manual* M 22-01 Chapter 1510 and the Local Agency ADA Planning and Design Resource web page at [www.wsdot.wa.gov/LocalPrograms/Planning/ada.htm](http://www.wsdot.wa.gov/LocalPrograms/Planning/ada.htm).

These standards apply to new construction and reconstruction projects, 3R and 2R projects, and low volume road and street projects on all routes which are classified as Principal Arterials, Minor Arterials, or Collectors. These standards are applicable to new or reconstructed bridges on rural minor collectors, local roads, and local streets.

Included in the standards are the Local Agency Design Matrices. The matrices are used to standardize design element requirements based on project type for all facilities. The Local Agency Design Matrices Checklists may serve as design documentation for decisions made.

In adopting these standards, the committees seek to encourage standardization of road design elements where necessary for consistency and to assure that motoring, bicycling, and pedestrian public safety needs are met. Considerations include safety, convenience, context sensitive solutions, proper drainage, and economical maintenance. The committees recognize that cities and counties must have the flexibility to carry out the general duty to provide streets, roads, and highways for the diverse and changing needs of the traveling public.

These standards cannot provide for all situations. They are intended to assist, but not to substitute for, competent work by design professionals. It is expected that land surveyors, engineers, and architects will bring to each project the best skills from their respective disciplines. These standards are also not intended to limit any innovative or creative effort, which could result in better quality, better cost savings, or both. An agency may adopt higher standards to fit local conditions. Special funding programs may also have varying standards.

The decision to use a particular road design element at a particular location should be made on the basis of an engineering analysis of the location. Thus, while this document provides design standards, it is not a substitute for engineering judgment.

Engineers should take into account all available information, including available funding, and use the professional judgment that comes from training and experience to make the final design determination. There shall be a record, of the matters considered during the design process that justify decisions made regarding the final project design. The project design must be approved by the approving authority as outlined on the agency's Certification Acceptance Agreement or the acting designated authority for a Non-Certification Acceptance agency. See [Chapter 43](#) and [Appendix 43.62](#).

## 42.2 Committee Membership

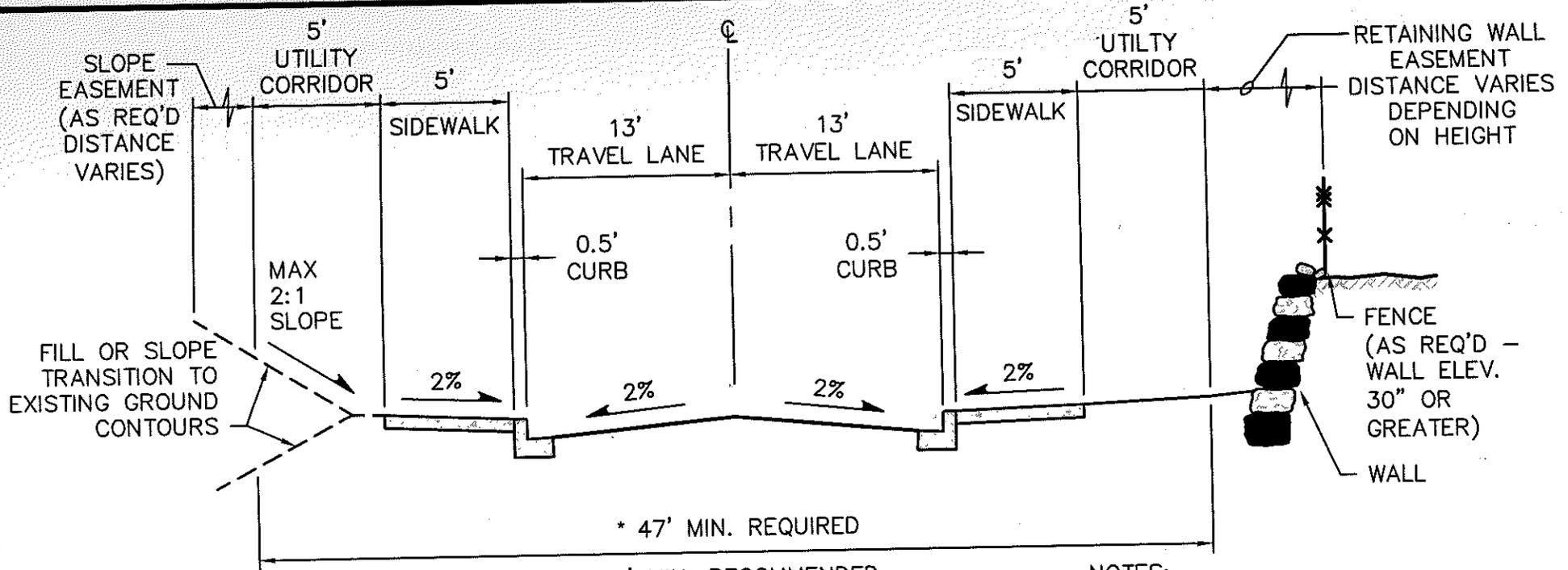
City Design Standards Committee <a href="#">RCW 35.78.020</a>	County Design Standards Committee <a href="#">RCW 43.32.010</a>	Other Participants
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<b>Dan Handa, PE</b> Development Services City of Puyallup <a href="mailto:dhanda@ci.puyallup.wa.us">dhanda@ci.puyallup.wa.us</a>	<b>Bryan Thorp, PLS</b> Design and Construction Manager Benton County <a href="mailto:bryan.thorp@co.benton.wa.us">bryan.thorp@co.benton.wa.us</a>	<b>Randy Hart, PE</b> County Road Administration Board <a href="mailto:randy@crab.wa.gov">randy@crab.wa.gov</a>
<b>Mike Johnson, PE</b> Design Engineering and Construction Advisor City of Seattle <a href="mailto:mike.johnson@seattle.gov">mike.johnson@seattle.gov</a>	<u>Vacant</u>	<b>Greg Armstrong, PE</b> Chief Engineer Transportation Improvement Board <a href="mailto:grega@tib.wa.gov">grega@tib.wa.gov</a>
<b>Mike Taylor, PE</b> City Engineer City of Spokane <a href="mailto:mtaylor@spokanecity.org">mtaylor@spokanecity.org</a>	<b>Jon Brand, PE</b> Assistant Director of Roads and Engineering Kitsap County <a href="mailto:jbrand@co.kitsap.wa.us">jbrand@co.kitsap.wa.us</a>	<b>John Donahue</b> WSDOT Design <a href="mailto:donahjo@wsdot.wa.gov">donahjo@wsdot.wa.gov</a>
<b>Martin Hoppe, PE, PTOE</b> City of Lacey Transportation Manager <a href="mailto:mhoppe@ci.lacey.wa.us">mhoppe@ci.lacey.wa.us</a>	<b>Bob McEwen, PE</b> Program Engineer Snohomish County <a href="mailto:bob.mcewen@co.snohomish.wa.us">bob.mcewen@co.snohomish.wa.us</a>	<b>Megan Hall, PE</b> Federal Highway Administration <a href="mailto:megan.hall@fhwa.dot.gov">megan.hall@fhwa.dot.gov</a>
<b>Michael Pawlak</b> City Engineer City of Pasco <a href="mailto:pawlakm@pasco-wa.gov">pawlakm@pasco-wa.gov</a>	<b>Ramiro Chavez, PE</b> Project Engineering Manager Pierce County <a href="mailto:rchavez@co.pierce.wa.us">rchavez@co.pierce.wa.us</a>	<b>Mike Horton</b> Operations Mgr. for Transportation AECOM <a href="mailto:michael.horton@aecom.com">michael.horton@aecom.com</a>

These design standards were developed with the approval and authorization of:

Kyle McKeon, Committee Chair  
Engineering Services Manager  
Headquarters Local Programs  
Washington State Department of Transportation

Back to Agenda Bill

M:\MILTON\07461 STANDARDS\FINAL STANDARDS\CAD\STREET\CONCEPT 1-8\ST-1.DWG, ST-1, 3/13/2007 9:16:17 AM, I:1, BY: R MEICHO



\* LARGER R/W REQUIRED AT INTERSECTIONS TO FACILITATE TURNING MOVEMENTS

### STREET SECTION 1

FOR USE ON LOCAL ACCESS STREETS

**NOTES:**

1. UTILITY CORRIDOR REQ'D FOR TELEPHONE PEDESTALS, FIRE HYDRANTS, UTILITY POLES, LUMINAIRES, SIGNS, ETC,
2. PAVEMENT DESIGN BY CURRENT WASHINGTON STATE LICENSED CIVIL ENGINEER AND AS APPROVED BY THE CITY ENGINEER.

TRAVEL LANES	2 @ 13' EA. (RESIDENTIAL) 14' ARTERIAL
TWO WAY LEFT TURN LANE	NO
PARKING LANE	NO
BIKE LANES	NO
BIKE/PEDESTRIAN PATH	NO
LANDSCAPE MEDIAN	NO
LANDSCAPING/PLANTER STRIP	NO
CURBS & GUTTERS	YES
SIDEWALKS	2 @ 5' EA.
UTILITY CORRIDORS	2 @ 5' EA.
SLOPE/FILL/WALL EASEMENTS	REQ'D IF INSUFFICIENT R/W EXISTS

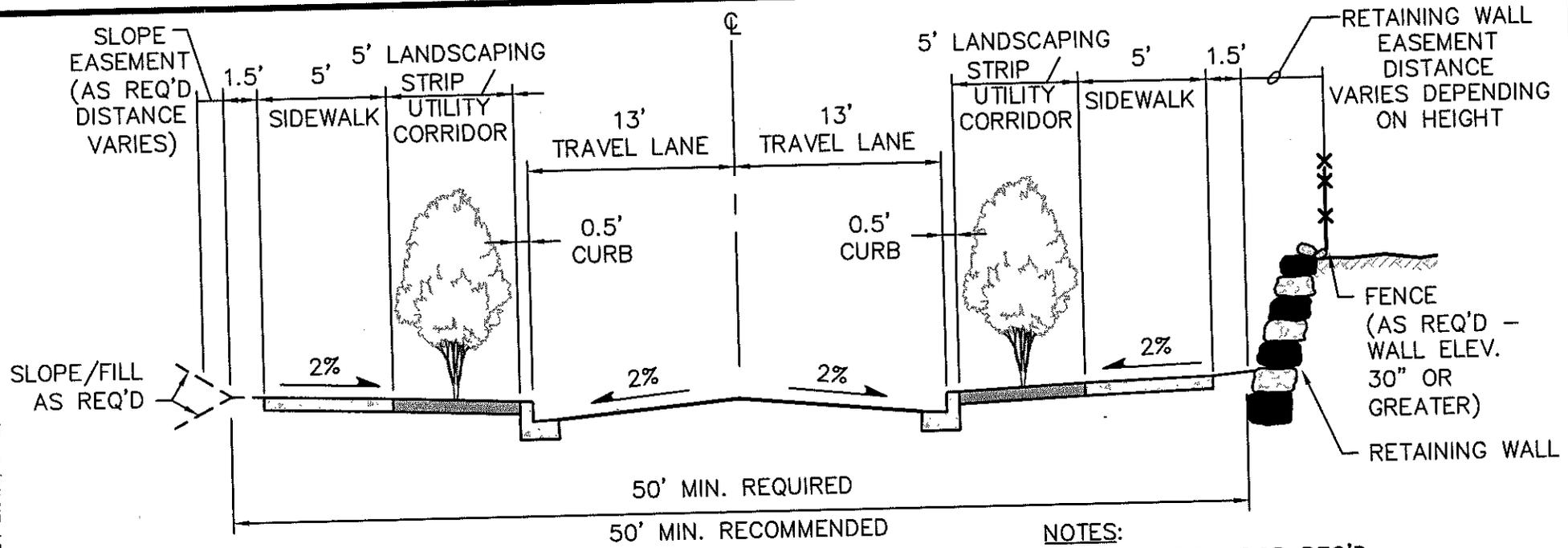


## CITY OF MILTON

### STREET SECTION 1

REVISION DATE:	SCALE:	DWG. NO.
3/30/07	NONE	<b>ST-1</b>

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## STREET SECTION 1A

FOR USE ON LOCAL ACCESS STREETS

**NOTES:**

1. UTILITY CORRIDOR REQ'D FOR TELEPHONE PEDESTALS, FIRE HYDRANTS, UTILITY POLES, LUMINAIRES, SIGNS, ETC.
2. PAVEMENT DESIGN BY CURRENT WASHINGTON STATE LICENSED CIVIL ENGINEER AND AS APPROVED BY THE CITY ENGINEER.

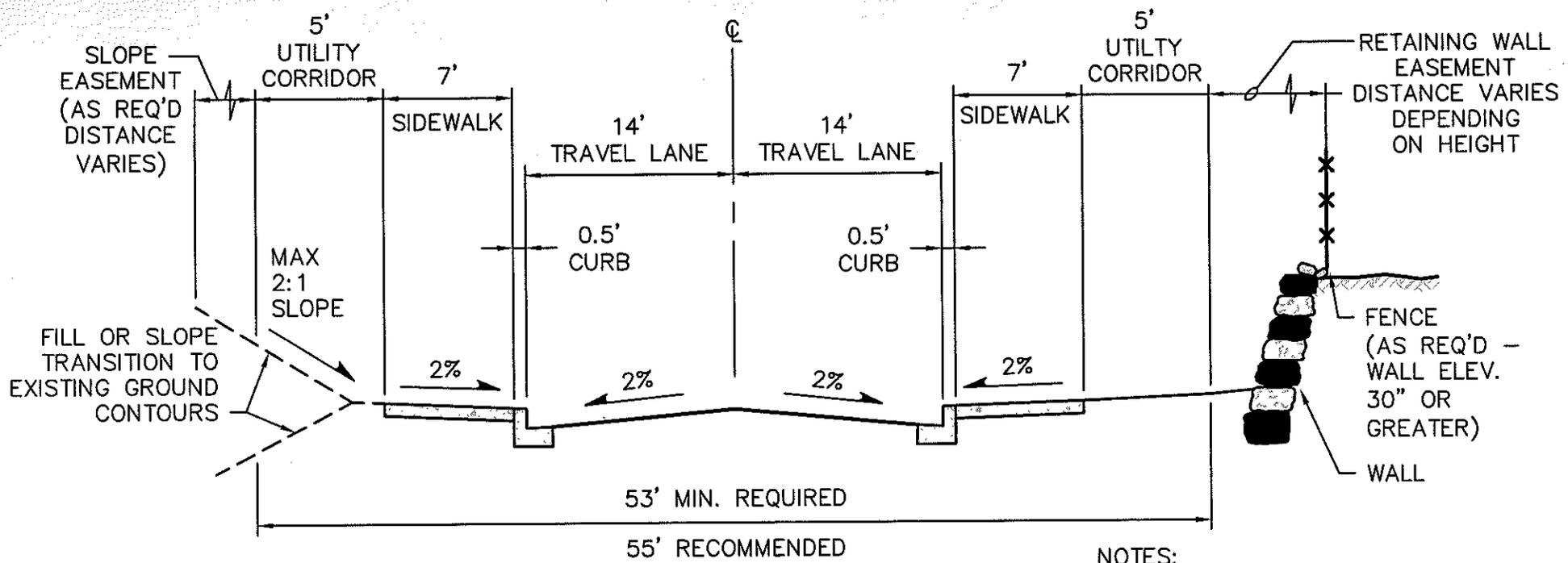
TRAVEL LANES	2 @ 13' EA. (RESIDENTIAL) 14' (ARTERIAL)
TWO WAY LEFT TURN LANE	NO
PARKING LANE	NO
BIKE LANES	NO
BIKE/PEDESTRIAN PATH	NO
LANDSCAPE MEDIAN	NO
LANDSCAPING/PLANTER STRIP	2 @ 5' EA.
CURBS & GUTTERS	YES
SIDEWALKS	2 @ 5' EA.
UTILITY CORRIDORS	IN LANDSCAPING STRIP
SLOPE/FILL/WALL EASEMENTS	REQUIRED IF INSUFFICIENT R/W EXISTS

### CITY OF MILTON

## STREET SECTION 1A

REVISION DATE:	SCALE:	DWG. NO.
3/30/07	NONE	<b>ST-2</b>

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\* LARGER R/W REQUIRED AT INTERSECTIONS TO FACILITATE TURNING MOVEMENTS

## STREET SECTION 2

FOR USE ON MINOR ARTERIAL, COLLECTOR ARTERIAL, AND LOCAL ACCESS STREET

**NOTES:**

1. UTILITY CORRIDOR REQ'D FOR TELEPHONE PEDESTALS, FIRE HYDRANTS, UTILITY POLES, LUMINAIRES, SIGNS, ETC,
2. PAVEMENT DESIGN BY CURRENT WASHINGTON STATE LICENSED CIVIL ENGINEER AND AS APPROVED BY THE CITY ENGINEER.

TRAVEL LANES	2 @ 14' EA.
TWO WAY LEFT TURN LANE	NO
PARKING LANE	NO
BIKE LANES	NO
BIKE/PEDESTRIAN PATH	NO
LANDSCAPE MEDIAN	NO
LANDSCAPING/PLANTER STRIP	NO
CURBS & GUTTERS	YES
SIDEWALKS	2 @ 7' EA.
UTILITY CORRIDORS	2 @ 5' EA.
SLOPE/FILL/WALL EASEMENTS	REQ'D IF INSUFFICIENT R/W EXISTS

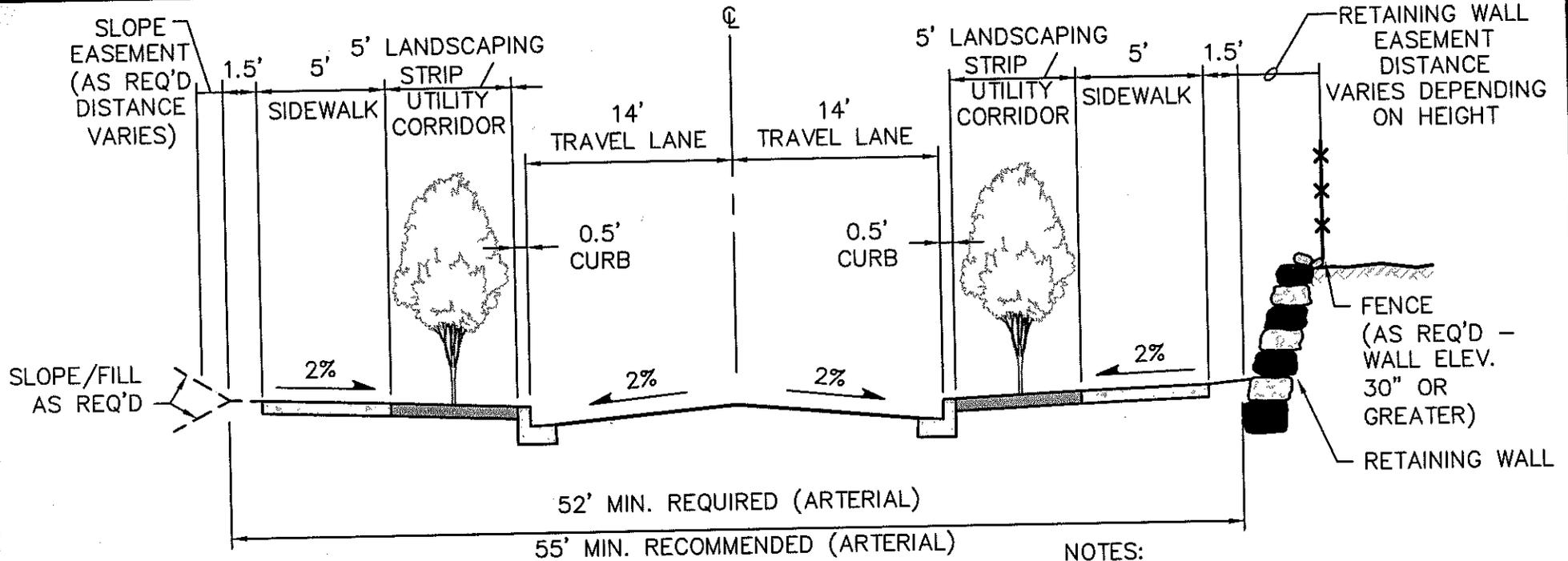


CITY OF MILTON

STREET SECTION 2

REVISION DATE:	SCALE:	DWG. NO.
3/30/07	NONE	<b>ST-3</b>

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## STREET SECTION 2A

FOR USE ON MINOR ARTERIAL, COLLECTOR ARTERIAL, AND LOCAL ACCESS STREETS

- NOTES:**
1. UTILITY CORRIDOR REQ'D FOR TELEPHONE PEDESTALS, FIRE HYDRANTS, UTILITY POLES, LUMINAIRES, SIGNS, ETC.
  2. PAVEMENT DESIGN BY CURRENT WASHINGTON STATE LICENSED CIVIL ENGINEER AND AS APPROVED BY THE CITY ENGINEER.

TRAVEL LANES	2 @ 14' EA.
TWO WAY LEFT TURN LANE	NO
PARKING LANE	NO
BIKE LANES	NO
BIKE/PEDESTRIAN PATH	NO
LANDSCAPE MEDIAN	NO
LANDSCAPING/PLANTER STRIP	2 @ 5' EA.
CURBS & GUTTERS	YES
SIDEWALKS	2 @ 5' EA.
UTILITY CORRIDORS	IN LANDSCAPING STRIP
SLOPE/FILL/WALL EASEMENTS	REQUIRED IF INSUFFICIENT R/W EXISTS

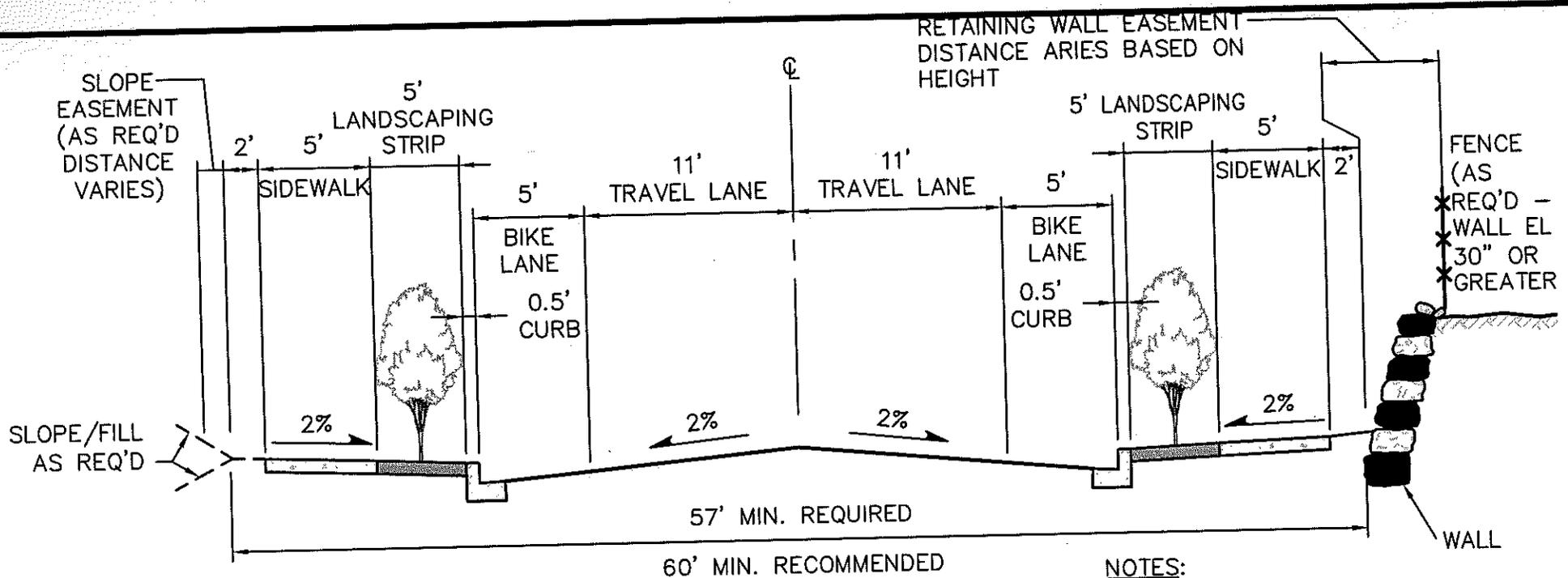


### CITY OF MILTON

## STREET SECTION 2A

REVISION DATE:	SCALE:	DWG. NO.
3/30/07	NONE	<b>ST-4</b>

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### STREET SECTION 3

FOR USE ON MINOR ARTERIAL, COLLECTOR ARTERIAL, AND LOCAL ACCESS STREETS LOCATED ON ESTABLISHED BIKE ROUTES SHOWN IN COMPREHENSIVE PLAN

**NOTES:**

- UTILITY CORRIDOR REQ'D FOR TELEPHONE PEDESTALS, FIRE HYDRANTS, UTILITY POLES, LUMINAIRES, SIGNS, ETC,
- PAVEMENT DESIGN BY CURRENT WASHINGTON STATE LICENSED CIVIL ENGINEER AND AS APPROVED BY THE CITY ENGINEER.

TRAVEL LANES	2 @ 11' EA.
TWO WAY LEFT TURN LANE	NO
PARKING LANE	NO
BIKE LANES	2 @ 5' EA.
BIKE/PEDESTRIAN PATH	NO
LANDSCAPE MEDIAN	NO
LANDSCAPING/PLANTER STRIP	2 @ 5' EA.
CURBS & GUTTERS	YES
SIDEWALKS	2 @ 5' EA.
UTILITY CORRIDORS	IN LANDSCAPING STRIP
SLOPE/FILL/WALL EASEMENTS	REQUIRED IF INSUFFICIENT R/W EXISTS

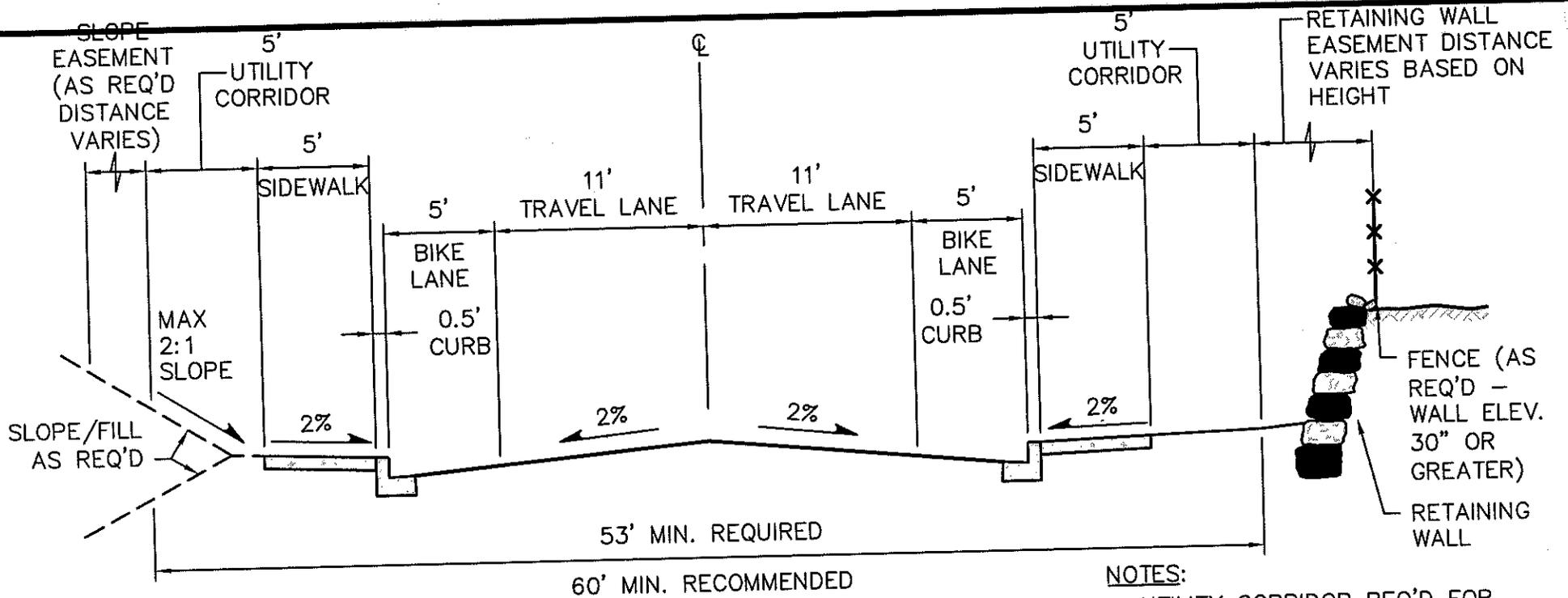


**CITY OF MILTON**

**STREET SECTION 3**

REVISION DATE: <b>3/30/07</b>	SCALE: <b>NONE</b>	DWG. NO. <b>ST-5</b>
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## STREET SECTION 4

FOR USE ON MINOR ARTERIAL, COLLECTOR ARTERIAL, AND LOCAL ACCESS STREETS LOCATED ON ESTABLISHED BIKE ROUTES SHOWN IN COMPREHENSIVE PLAN

**NOTES:**

1. UTILITY CORRIDOR REQ'D FOR TELEPHONE PEDESTALS, FIRE HYDRANTS, UTILITY POLES, LUMINAIRES, SIGNS, ETC.
2. PAVEMENT DESIGN BY CURRENT WASHINGTON STATE LICENSED CIVIL ENGINEER AND AS APPROVED BY THE CITY ENGINEER.

TRAVEL LANES	2 @ 11' EA.
TWO WAY LEFT TURN LANE	NO
PARKING LANE	NO
BIKE LANES	2 @ 5' EA.
BIKE/PEDESTRIAN PATH	NO
LANDSCAPE MEDIAN	NO
LANDSCAPING/PLANTER STRIP	NO
CURBS & GUTTERS	YES
SIDEWALKS	2 @ 5' EA.
UTILITY CORRIDORS	2 @ 5' EA.
SLOPE/FILL/WALL EASEMENTS	REQUIRED IF INSUFFICIENT R/W EXISTS



**CITY OF MILTON**

**STREET SECTION 4**

REVISION DATE:

3/30/07

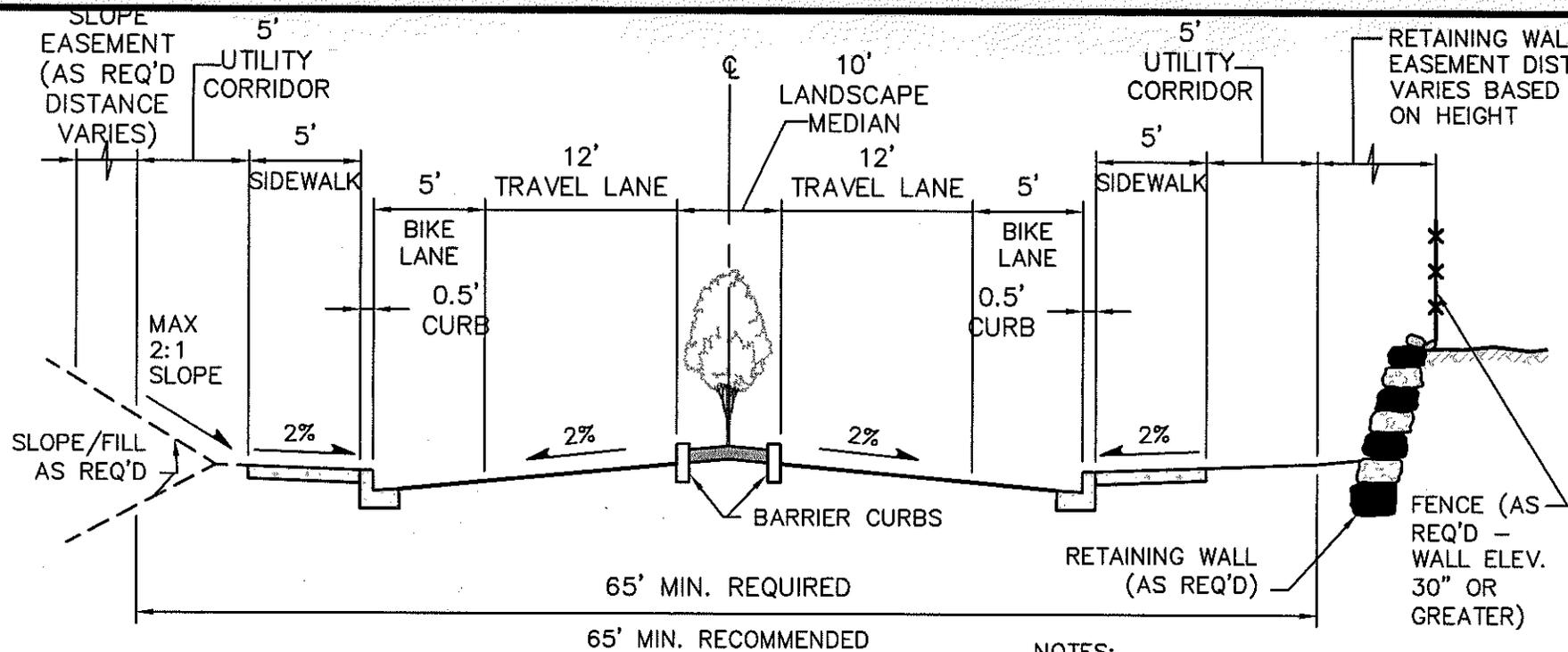
SCALE:

NONE

DWG. NO.

**ST-6**

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## STREET SECTION 5

FOR USE ON MINOR ARTERIALS

**NOTES:**

1. UTILITY CORRIDOR REQ'D FOR TELEPHONE PEDESTALS, FIRE HYDRANTS, UTILITY POLES, LUMINAIRES, SIGNS, ETC,
2. PAVEMENT DESIGN BY CURRENT WASHINGTON STATE LICENSED CIVIL ENGINEER AND AS APPROVED BY THE CITY ENGINEER.

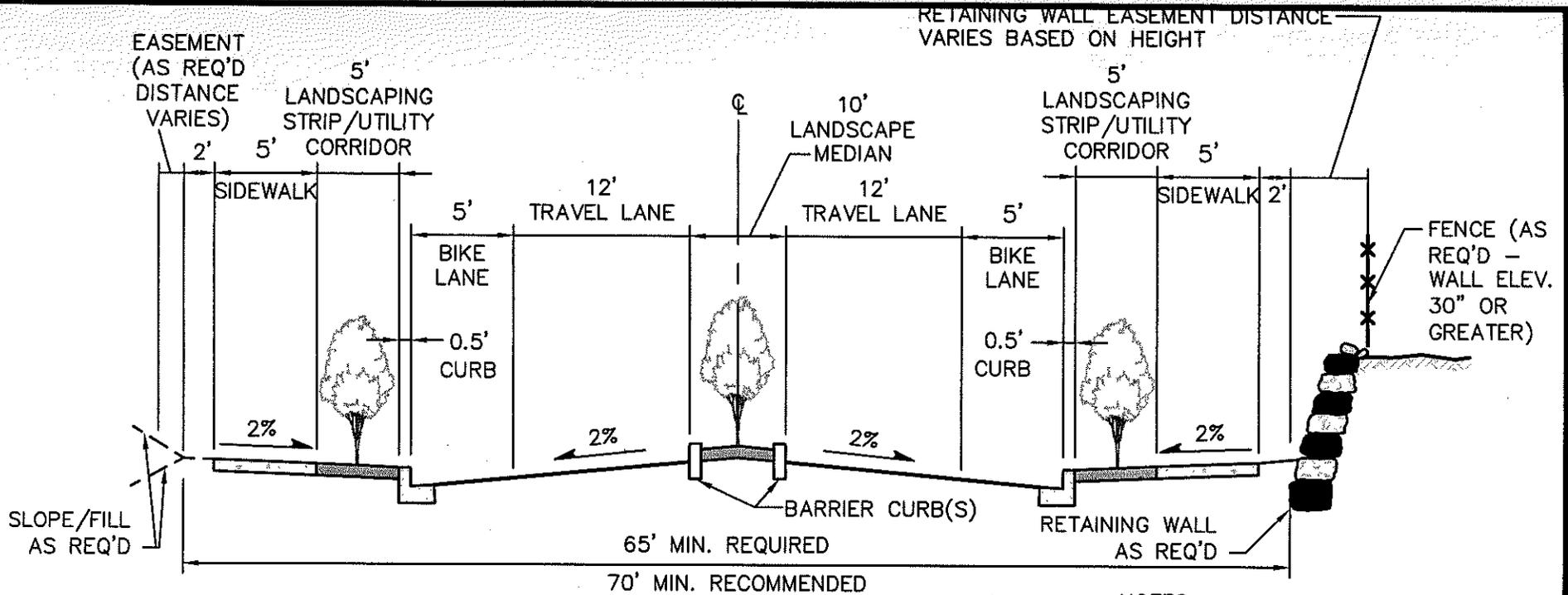
TRAVEL LANES	2 @ 12' EA.
TWO WAY LEFT TURN LANE	NO
PARKING LANE	NO
BIKE LANES	2 @ 5' EA.
BIKE/PEDESTRIAN PATH	NO
LANDSCAPE MEDIAN	1 @ 10' WIDE
LANDSCAPING/PLANTER STRIP	NO
CURBS & GUTTERS	YES
SIDEWALKS	2 @ 5' EA.
UTILITY CORRIDORS	2 @ 5' EA.
SLOPE/FILL/WALL EASEMENTS	REQUIRED IF INSUFFICIENT R/W EXISTS



### CITY OF MILTON

#### STREET SECTION 5

REVISION DATE:	SCALE:	DWG. NO.
3/30/07	NONE	ST-7



THIS CROSS SECTION PREVENTS LEFT TURNS TO BE USED IN SELECTED LOCATIONS.

## STREET SECTION 6

FOR USE ON MINOR ARTERIAL STREETS THAT ARE LOCATED ON BIKE ROUTES SHOWN IN COMPREHENSIVE PLAN

### NOTES:

- UTILITY CORRIDOR REQ'D FOR TELEPHONE PEDESTALS, FIRE HYDRANTS, UTILITY POLES, LUMINAIRES, SIGNS, ETC,
- PAVEMENT DESIGN BY CURRENT WASHINGTON STATE LICENSED CIVIL ENGINEER AND AS APPROVED BY THE CITY ENGINEER.

TRAVEL LANES	2 @ 12' EA.
TWO WAY LEFT TURN LANE	NO
PARKING LANE	NO
BIKE LANES	2 @ 5' EA.
BIKE/PEDESTRIAN PATH	NO
LANDSCAPE MEDIAN	1 @ 10' WIDE
LANDSCAPING/PLANTER STRIP	2 @ 5' EA.
CURBS & GUTTERS	YES
SIDEWALKS	2 @ 5' EA.
UTILITY CORRIDORS	IN LANDSCAPING STRIP
SLOPE/FILL/WALL EASEMENTS	REQUIRED IF INSUFFICIENT R/W EXISTS



CITY OF MILTON

STREET SECTION 6

REVISION DATE:

3/30/07

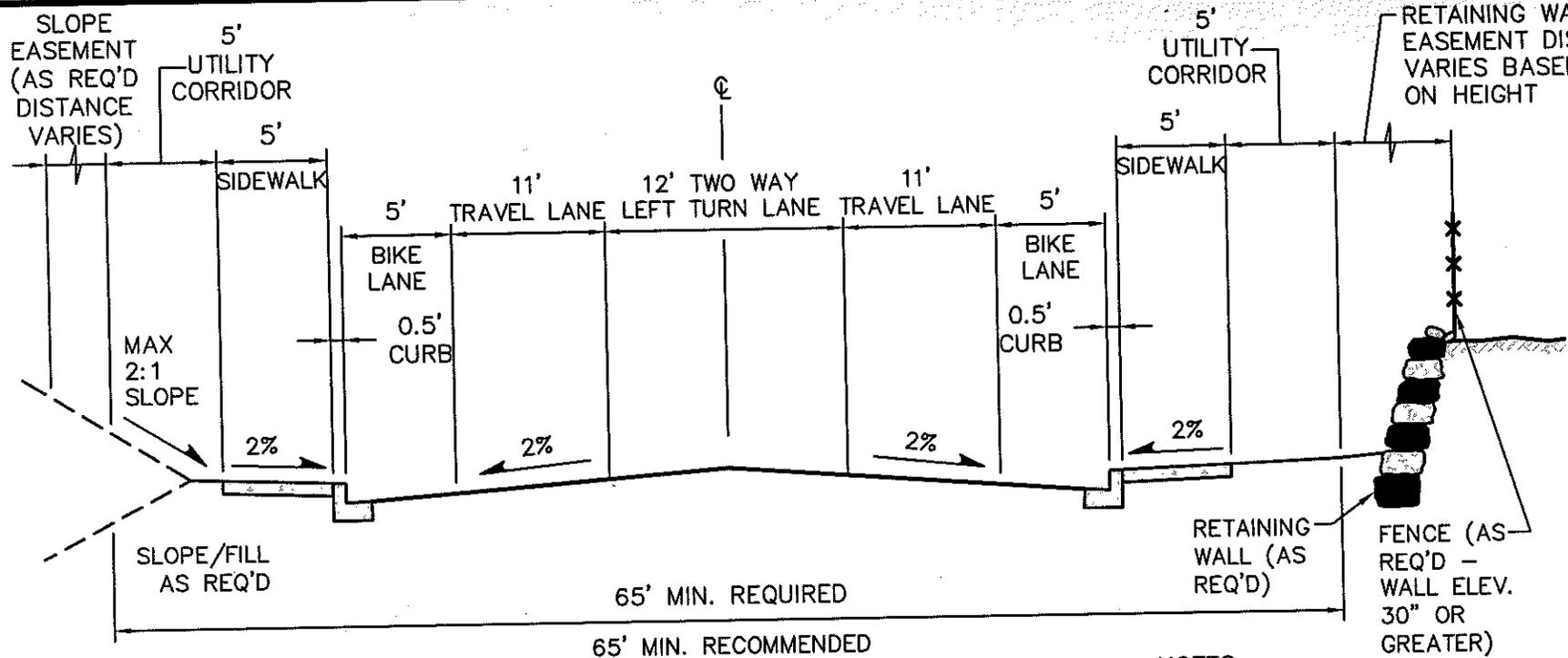
SCALE:

NONE

DWG. NO.

ST-8

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65' MIN. REQUIRED  
65' MIN. RECOMMENDED

**NOTES:**

1. UTILITY CORRIDOR REQ'D FOR TELEPHONE PEDESTALS, FIRE HYDRANTS, UTILITY POLES, LUMINAIRES, SIGNS, ETC,
2. PAVEMENT DESIGN BY CURRENT WASHINGTON STATE LICENSED CIVIL ENGINEER AND AS APPROVED BY THE CITY ENGINEER.

## STREET SECTION 7

FOR USE ON PRINCIPLE AND MINOR ARTERIAL STREETS  
LOCATED ON ESTABLISHED BIKE ROUTES SHOWN  
IN THE COMPREHENSIVE PLAN

TRAVEL LANES	2 @ 11' EA.
TWO WAY LEFT TURN LANE	1 @ 12' WIDE
PARKING LANE	NO
BIKE LANES	2 @ 5' EA.
BIKE/PEDESTRIAN PATH	NO
LANDSCAPE MEDIAN	NO
LANDSCAPING/PLANTER STRIP	NO
CURBS & GUTTERS	YES
SIDEWALKS	2 @ 5' EA.
UTILITY CORRIDORS	2 @ 5' EA.
SLOPE/FILL/WALL EASEMENTS	REQUIRED IF INSUFFICIENT R/W EXISTS

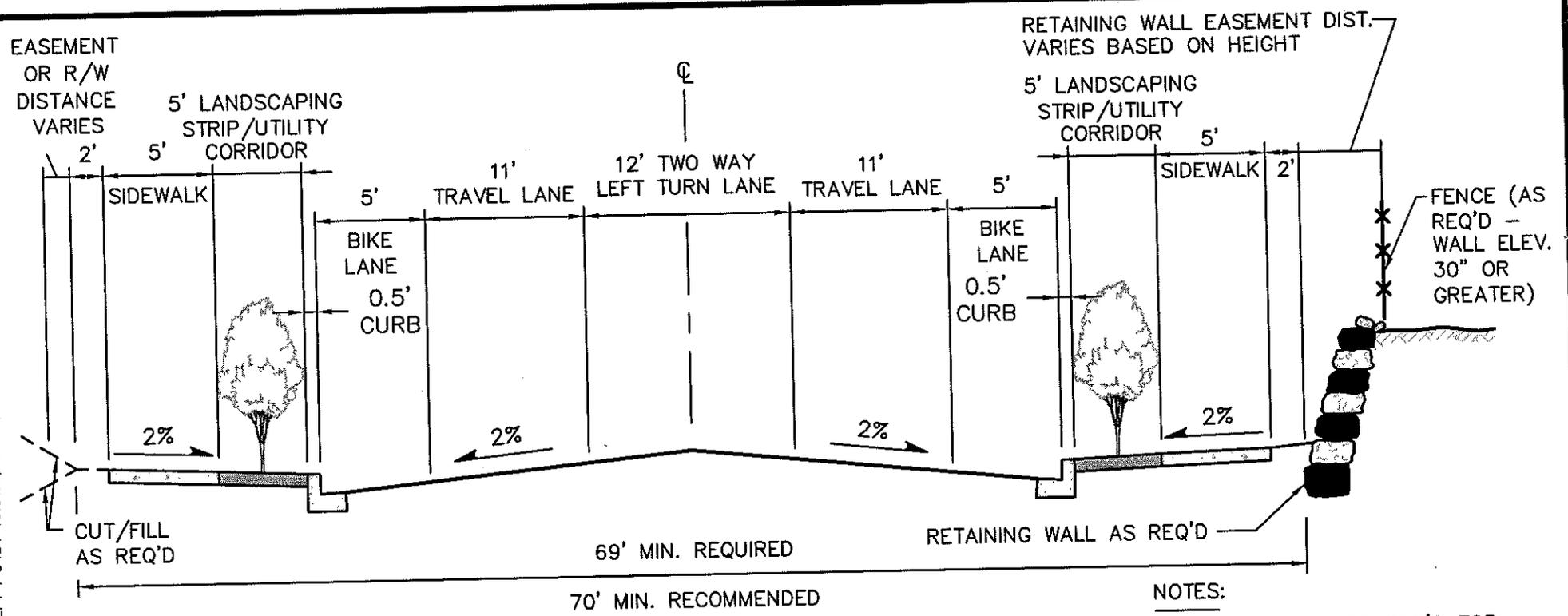


### CITY OF MILTON

### STREET SECTION 7

REVISION DATE:	SCALE:	DWG. NO.
3/30/07	NONE	<b>ST-9</b>

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**NOTES:**

1. UTILITY CORRIDOR REQ'D FOR TELEPHONE PEDESTALS, FIRE HYDRANTS, UTILITY POLES, LUMINAIRES, SIGNS, ETC.
2. PAVEMENT DESIGN BY CURRENT WASHINGTON STATE LICENSED CIVIL ENGINEER AND AS APPROVED BY THE CITY ENGINEER.

## STREET SECTION 7A

FOR USE ON PRINCIPLE AND MINOR ARTERIALS LOCATED ON ESTABLISHED BIKE ROUTES SHOWN IN COMPREHENSIVE PLAN

TRAVEL LANES	2 @ 11' EA.
TWO WAY LEFT TURN LANE	1 @ 12' WIDE
PARKING LANE	NO
BIKE LANES	2 @ 5' EA.
BIKE/PEDESTRIAN PATH	NO
LANDSCAPE MEDIAN	NO
LANDSCAPING/PLANTER STRIP	2 @ 5' EA.
CURBS & GUTTERS	YES
SIDEWALKS	2 @ 5' EA.
UTILITY CORRIDORS	IN LANDSCAPING STRIP
SLOPE/FILL/WALL EASEMENTS	REQUIRED IF INSUFFICIENT R/W EXISTS

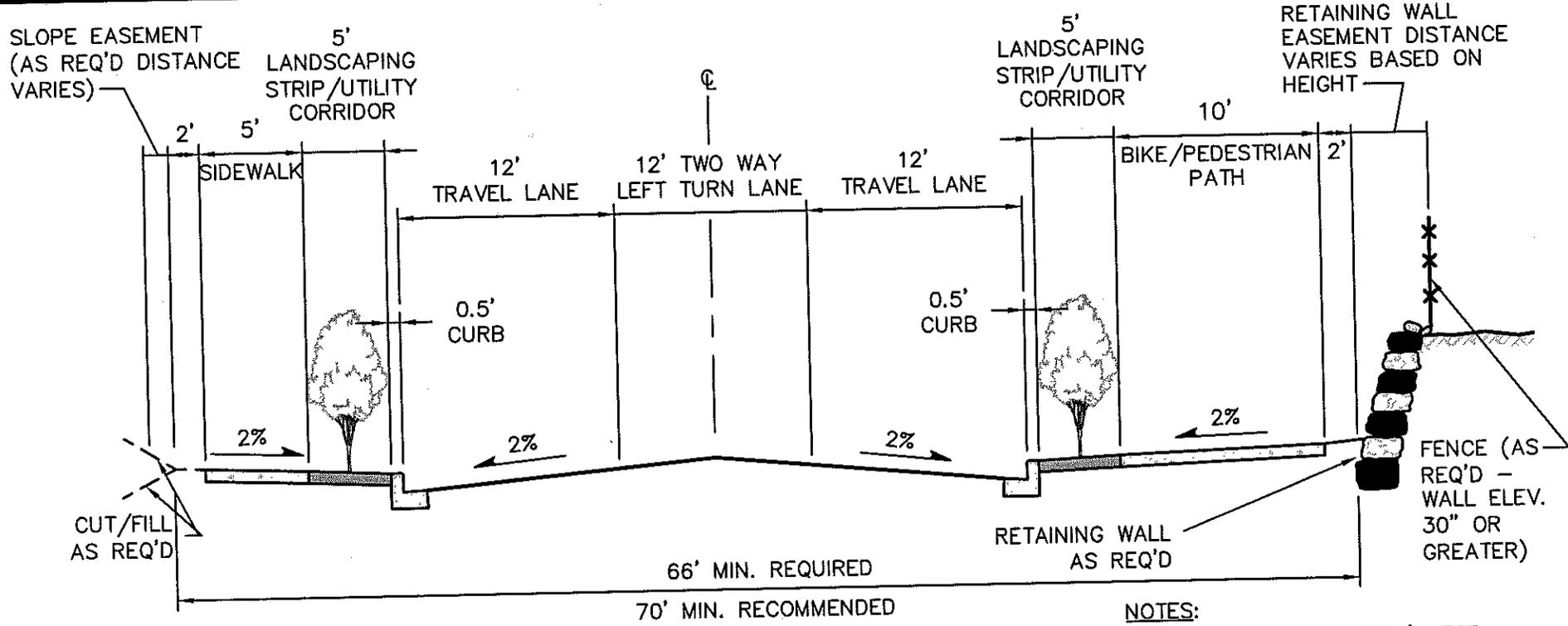


### CITY OF MILTON

### STREET SECTION 7A

REVISION DATE: <b>3/30/07</b>	SCALE: <b>NONE</b>	DWG. NO. <b>ST-10</b>
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- NOTES:**
- UTILITY CORRIDOR REQ'D FOR TELEPHONE PEDESTALS, FIRE HYDRANTS, UTILITY POLES, LUMINAIRES, SIGNS, ETC,
  - PAVEMENT DESIGN BY CURRENT WASHINGTON STATE LICENSED CIVIL ENGINEER AND AS APPROVED BY THE CITY ENGINEER.

## STREET SECTION 8

FOR USE ON PRINCIPLE AND MINOR ARTERIAL STREETS

TRAVEL LANES	2 @ 12' EA.
TWO WAY LEFT TURN LANE	1 @ 12' WIDE
PARKING LANE	NO
BIKE LANES	NO
BIKE/PEDESTRIAN PATH	1 @ 10' WIDE
LANDSCAPE MEDIAN	NO
LANDSCAPING/PLANTER STRIP	2 @ 5' WIDE EA.
CURBS & GUTTERS	YES
SIDEWALKS	1 @ 5' WIDE
UTILITY CORRIDORS	IN LANDSCAPING STRIP
SLOPE/FILL/WALL EASEMENTS	REQUIRED IF INSUFFICIENT R/W EXISTS



### CITY OF MILTON

## STREET SECTION 8

REVISION DATE: <b>3/30/07</b>	SCALE: <b>NONE</b>	DWG. NO. <b>ST-11</b>
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