DETERMINATION OF NON-SIGNIFICANCE (DNS)

STATE ENVIRONMENTAL PROTECTION ACT (SEPA)

DESCRIPTION OF PROPOSAL:	***City of Milton 2017 Comprehensive Plan Amendments*** The proposed code amendments are to resolve an inconsistency issue between the City's land use, housing and transportation elements. The City received a conditional certification from PSRC on its 2015 Comprehensive Plan that required the City to adopt consistent housing and employment growth targets within the transportation, housing and land use elements. The City's transportation element used growth targets from the Land Use Vision dataset, consistent with Vision 2040, however the land use and housing elements used the Land Use Baseline dataset. The proposed amendments resolve this inconsistency by adopting the Land Use Vision growth targets as previously shown in the transportation element, which should bring the City's Comprehensive Plan into full certification under PSRC's responsibility to review local Comprehensive Plans.
PROPONENT:	City of Milton
LOCATION OF PROPOSAL:	Applies citywide
LEAD AGENCY:	City of Milton

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment and an environmental impact statement (EIS) is not required under RCW 43.21C.030 (2) (c), provided the mitigation measures are conducted concurrent with the project. This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

☐ There is no comment period for this DNS.

☐ This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

☒ This DNS is issued under WAC 197-11-350; the lead agency will not act on this proposal for 14 days from the date below.

Responsible Official: Steve Peretti

Position/Title: Public Works Director Phone: (253) 213-3248

Address: 1000 Laurel St., Milton, WA 98354

Date: November 8, 2017

Signature:

City of Milton Community Development | 1000 Laurel St. Milton, WA 98354-8850 | (253) 922-8738

☒ You may appeal this determination to: Steve Peretti

At (address): Milton City Hall, 1000 Laurel St., Milton, WA 98354

No later than (date): December 6, 2017

By (method): Written statement

You should be prepared to make specific factual objections. Contact the Washington State Department of Ecology to read or ask about the procedures for SEPA appeals.

City of Milton Community Development | 1000 Laurel St. Milton, WA 98354-8850 | (253) 922-8738

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

***Instructions for applicants*:** [help]

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals: [help]

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. BACKGROUND [help]

1. Name of proposed project, if applicable: [help] ***City of Milton 2017 Comprehensive Plan Amendments***
2. Name of applicant: [help] ***City of Milton***
3. Address and phone number of applicant and contact person: [help]

   Brittany Port, AICP, Contract Senior Planner, 1000 Laurel St, Milton, WA 98354
4. Date checklist prepared: [help] ***11/8/2017***
5. Agency requesting checklist: [help] ***City of Milton***
6. Proposed timing or schedule (including phasing, if applicable): [help] ***N/A***

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [help]

N/A

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [help]

Previous environmental review has been performed for the 2015 Comprehensive Plan Periodic Update.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [help]

The proposed code amendments apply citywide, so it is likely that there are pending applications for government approvals, however the amendments are housekeeping in nature and do not alter future land use, zoning or density, and will not have any impacts on these applications.

10. List any government approvals or permits that will be needed for your proposal, if known. [help]

No government approvals or permits are necessary for this proposal.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [help]

The proposed code amendments are to resolve an inconsistency issue between the City's land use, housing and transportation elements. The City received a conditional certification from PSRC on its 2015 Comprehensive Plan that required the City to adopt consistent housing and employment growth targets within the transportation, housing and land use elements. The City's transportation element used growth targets from the Land Use Vision dataset, consistent with Vision 2040, however the land use and housing elements used the Land Use Baseline dataset. The proposed amendments resolve this inconsistency by adopting the Land Use Vision growth targets as previously shown in the transportation element, which should bring the City's Comprehensive Plan into full certification under PSRC's responsibility to review local Comprehensive Plans.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [help]

The proposal applies citywide.

B. ENVIRONMENTAL ELEMENTS [help] *Part B is not applicable as this a nonproject action.*

1. Earth

a. General description of the site [help]
(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

b. What is the steepest slope on the site (approximate percent slope)? [help]

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [help]

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [help]

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [help]

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [help]

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [help]

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [help]

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [help]

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [help]

c. Proposed measures to reduce or control emissions or other impacts to air, if any: [help]

3. **Water**

a. Surface Water: [help]

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [help]

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [help]

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [help]

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [help]

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [help]

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [help]

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [help]

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [help]

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [help]

2) Could waste materials enter ground or surface waters? If so, generally describe. [help]

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

4. **Plants** [help]

a. Check the types of vegetation found on the site: [help]

____deciduous tree: alder, maple, aspen, other
____evergreen tree: fir, cedar, pine, other
____shrubs
____grass
____pasture
____crop or grain
____ Orchards, vineyards or other permanent crops.
____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____water plants: water lily, eelgrass, milfoil, other
____other types of vegetation

b. What kind and amount of vegetation will be removed or altered? [help]

c. List threatened and endangered species known to be on or near the site. [help]

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [help]

e. List all noxious weeds and invasive species known to be on or near the site.

5. **Animals**

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include: [help]

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

b. List any threatened and endangered species known to be on or near the site. [help]

c. Is the site part of a migration route? If so, explain. [help]

d. Proposed measures to preserve or enhance wildlife, if any: [help]

e. List any invasive animal species known to be on or near the site.

6. **Energy and natural resources**

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [help]

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [help]

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any: [help]

7. **Environmental health**

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [help]

1) Describe any known or possible contamination at the site from present or past uses.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

4) Describe special emergency services that might be required.

5) Proposed measures to reduce or control environmental health hazards, if any:

b. **Noise**

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [help]

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [help]

3) Proposed measures to reduce or control noise impacts, if any: [help]

8. **Land and shoreline use**

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [help]

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use? [help]

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

c. Describe any structures on the site. [help]

d. Will any structures be demolished? If so, what? [help]

e. What is the current zoning classification of the site? [help]

f. What is the current comprehensive plan designation of the site? [help]

g. If applicable, what is the current shoreline master program designation of the site? [help]

h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [help]

i. Approximately how many people would reside or work in the completed project? [help]

j. Approximately how many people would the completed project displace? [help]

k. Proposed measures to avoid or reduce displacement impacts, if any: [help]

L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [help]

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

9. **Housing**

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [help]

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [help]

c. Proposed measures to reduce or control housing impacts, if any: [help]

10. **Aesthetics**

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [help]

b. What views in the immediate vicinity would be altered or obstructed? [help]

c. Proposed measures to reduce or control aesthetic impacts, if any: [help]

11. **Light and glare**

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [help]

b. Could light or glare from the finished project be a safety hazard or interfere with views? [help]

c. What existing off-site sources of light or glare may affect your proposal? [help]

d. Proposed measures to reduce or control light and glare impacts, if any: [help]

12. **Recreation**

a. What designated and informal recreational opportunities are in the immediate vicinity? [help]

b. Would the proposed project displace any existing recreational uses? If so, describe. [help]

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [help]

13. **Historic and cultural preservation**

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [help]

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [help]

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [help]

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

14. **Transportation**

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [help]

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [help]

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [help]

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [help]

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [help]

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [help]

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

h. Proposed measures to reduce or control transportation impacts, if any: [help]

15. **Public services**

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [help]

b. Proposed measures to reduce or control direct impacts on public services, if any. [help]

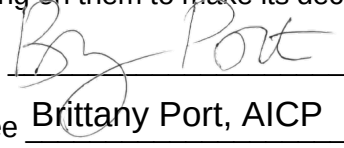
16. **Utilities**

a. Circle utilities currently available at the site: [help]
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [help]

C. SIGNATURE [HELP]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Name of signee Brittany Port, AICP

Position and Agency/Organization Contract Senior Planner, City of Milton

Date Submitted: 11/8/2017

D. **SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS** [help]

(**IT IS NOT NECESSARY** to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The proposal will not increase discharge to water, emissions to air, production, storage or release of toxic or hazardous substances or production of noise.

Proposed measures to avoid or reduce such increases are:
No proposed measures are necessary as no increases are anticipated.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The proposal will not affect plants, animals, fish or marine life.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

No proposed measures are necessary as no impacts are anticipated.

3. How would the proposal be likely to deplete energy or natural resources?

The proposal will not deplete energy or natural resources.

Proposed measures to protect or conserve energy and natural resources are:
Proposed measures are not necessary as no impacts to energy or natural resources are anticipated as a result of the proposed amendments.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The proposal will not affect environmentally sensitive areas or areas designated for protection, nor will it threaten any endangered species habitat, cultural or historic sites, floodplains or farmlands

Proposed measures to protect such resources or to avoid or reduce impacts are:

No proposed measures to avoid or reduce impacts are necessary as no impacts are anticipated.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The proposal is consistent with the City's Comprehensive Plan future land use map and designations, as well as the City's Shoreline Master Program, as it does not alter any future land use designations or densities.

Proposed measures to avoid or reduce shoreline and land use impacts are:

No proposed measures to avoid or reduce impacts are necessary.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The proposal will not increase demands on transportation or public services. The amendments are housekeeping in nature as the housing growth forecasts were adopted previously in the transportation element, and do not impact the City's planned transportation or public service/ utilities improvements or level of service.

Proposed measures to reduce or respond to such demand(s) are:

No proposed measures are necessary as no increased demands are anticipated.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The proposal does not conflict with local, state or federal laws or requirements for the protection of the environment.

Element 02– Land Use

Table of Contents:

List of Tables:

List of Maps:

List of Figures:

1. Introduction

This element will cover issues related to land use in the City of Milton. This includes an analysis of the City's existing development pattern, identification of the City's Vision for the future, how much regional growth the City will be required to accommodate, and the most appropriate way to accommodate anticipated growth while remaining true to Milton's residential character and small town charm.

The Washington Growth Management Act (GMA) requires that each city develop a land use element as part of their comprehensive plan. Specifically RCW 36.70A.070(1) states as follows:

"A land use element designating the proposed general distribution and general location and extent of the uses of land, where appropriate, for agriculture, timber production, housing, commerce, industry, recreation, open spaces, general aviation airports, public utilities, public facilities, and other land uses. The land use element shall include population densities, building intensities, and estimates of future population growth. The land use element shall provide for protection of the quality and quantity of groundwater used for public water supplies. Wherever possible, the land use element should consider utilizing urban planning approaches that promote physical activity. Where applicable, the land use element shall review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound."

In 2012 the City conducted a visioning process that resulted in the adoption of the *2012 Vision Report: A Community of Neighborhoods, a City of Places* (The Visioning Report) This Visioning Report is the outcome of the City's desire to review potential economic and infrastructure opportunities within the City. The visioning exercise began with discussions of an Ad Hoc Committee created by the City Council, which identified general goals, opportunities and constraints for the community. Public input supported the Ad Hoc Committee's desire of preserving the quality and character of residential neighborhoods, while looking for ways to create more inviting destinations, community gathering places, better traffic and pedestrian circulation, more open space for families, creating greater city-wide cohesiveness, and increasing the revenue/tax base. Economic development will be an important means for funding the maintenance of streets, utilities and public/governmental services, in order to preserve the character of the neighborhoods.

The 2012 Vision was adopted with the sole purpose of guiding future updates to the City's Comprehensive Plan. It also created a road map of potential uses and opportunity for development in the City, and identified six (6) main places that serve as destinations for both citizens of Milton and for regional communities. These "places", which are identified in Figure LU-1 and further discussed in the Special Planning Areas section, can benefit from unique guidelines and regulations to achieve their desired development potential. The goals and

policies adopted in this element strive to make that possible. To date, the City has only adopted Goals and Policies for two (2) of these areas, namely the Uptown SPA and the West Milton Commercial District SPA.

There are three ways of classifying property in the City of Milton Comprehensive Plan; Future Land Use Designations, Zoning Districts, and Special Planning Areas.

The Future Land Use Map (LU-2) identifies the Future Land Use Designations in the City of Milton. These designations are the big picture of how future land use should develop over time in the City. The Zoning Map implements the Future Land Use Designations by adopting Zoning Districts, consistent with the goals and policies for each Land Use Designation. Zoning districts have specific regulations for the type, scale and form of development, where as Land Use Designations provide guidance for which zones are appropriate in that particular Land Use Designation. For example, it is not consistent with the goals and policies of the Light Manufacturing Designation, to have property in that designation zone as a Residential Single-Family Zoning District. Likewise, it is not consistent with the goals and policies in the Single Family Residential Designation to have property in that district zoned as Light Manufacturing Zoning District.

In the City of Milton, the City's Future Land Use Map (Land Use Designations) and the Zoning Map (Zoning Districts) mirror each other. While this is not uncommon most cities have a Land Use Designations that can be implemented by a number of different Zoning Districts; this is not the case in Milton. As such, if someone desires to change the zoning for a particular piece of property, they are also required to apply for a Comprehensive Plan Land Use Designation amendment as well. Furthermore, the term "Land Use Designation" and "Zoning District" can be used interchangeably.

The City has also created Special Planning Areas (SPA's) (Map LU-1 and Figure LU-1). These are discussed in detail in section 6. As mentioned above, SPAs were adopted with the intent of focusing on those areas of the City that have potential for future development and can benefit from unique guidelines and regulations. SPAs are area specific, and can encompass numerous Future Land Use Designations and Zoning Districts.

2. Major Issues, Concerns, and Citizen Input

In creating the future plans and policies identified in this element the following list of issues were identified through a visioning process, online surveys, public participation events, and public meetings;

- How can the City make the adopted 2012 Vision a reality?

- Where should new growth occur? There are some vacant lands as well as opportunities for infill development, but a large portion of Milton is already developed.

- What are the appropriate density considerations for the City to accommodate the projected growth while not impacting the current small town feel and pattern of large lot single family homes?

- How can the City encourage new growth and development to occur in harmony with the existing development pattern and small town feel?

- Where are the appropriate places to encourage commercial uses to foster the employment and tax base, while maintaining the City's primary residential character?

- How will the proposed Washington State Department of Transportation (WSDOT) projects including the extension of SR 167 affect the land use patterns for the City of Milton?

- With the location of new businesses along Pacific Highway South and Meridian Street East, how can Milton discourage the proliferation of strip-mall type commercial development?

- What steps should the City take to protect the Hylebos Creek area from degradation by polluted stormwater run-off and encroachment from development?

- What opportunities exist to develop a network of open space corridors within the City and urban growth area?

- How and where should the City provide for increased pedestrian safety and encourage the development of walk able, pedestrian engaging environments?

- WSDOT has recently completed the widening of Meridian Street East to a 5-lane highway. How will this change in transportation and land use patterns in the City, and how can the City utilize this change in a positive way?

All of these issues are part of the challenge associated with land use planning in the City of Milton over the next twenty years. The continued growth of the Puget Sound region and the City of Milton will continue to affect the land use pattern and development in the City. However, effective comprehensive planning can assure that the City's vision for the future can be realized.

3. Land Use Element Goals & Policies

GENERAL CITY WIDE GOALS AND POLICIES

Goal LU 1 **Establish a development pattern that retains Milton's small town charm, while enhancing its tax base and employment potential.**

Pol. LU 1.1 Recognize specific areas within the City that can serve as destinations for citizens of Milton and surrounding communities, including sites shown in Figure LU-1 and discussed in the policies contained herein.

Pol. LU 1.2 Maintain and enhance the City's character and neighborhood cohesiveness by:

a. Concentrating non-residential development primarily in the Town Center Special Planning Area, Uptown Special Planning Area, West Milton Commercial District Special Planning Area, and other appropriate locations.
b. Maintaining or expanding traditional street grids where they currently exist.
c. Providing public spaces that impart a sense of place that is consistent with Milton's character.

Sense of place is a feeling instilled in people who experience the unique characteristics of a particular geographic location.

Pol. LU 1.3 Encourage high quality, compact development in the Town Center Special Planning Area, Uptown Special Planning Area, West Milton Commercial District Special Planning Area, and other appropriate locations, in order to create vibrant neighborhood centers; encourage walking, bicycling and transit use; and to provide for mixed uses and choices in housing types.

Goals and policies specific to the Uptown District and the West Milton Commercial District are contained in Special Planning Areas Goals and Policies

Pol. LU 1.4 Protect local historic, archeological, and cultural sites and structures through designation and incentives for preservation.

Pol. LU 1.5 The Future Land Use Map (Map LU-2), adopted in this plan, shall establish the future distribution, extent, and location of generalized land uses.

Pol. LU 1.6 Seek to establish and maintain an image that attracts the types of economic activities that best meet the needs and desires of the community.

Pol. LU 1.7 Pursue opportunities to streamline development standards and regulations, in order to provide flexibility in achieving the community's long-range vision.

a. Consider a Planned Unit Development (PUD) code to accommodate infill to match the existing development pattern and neighborhood character.

This code could encourage creative projects that are not possible under typical development standards. PUD code can offer increased or better quality open space and/or development bonuses like higher densities or smaller lot sizes. In exchange, the City could require the developer to provide affordable housing, public parks, a development pattern that enhances neighborhood cohesiveness and matches the existing development pattern, or other amenities.

Pol. LU 1.8 Coordinate and partner with the Puyallup Indian Tribe to ensure efficient development, especially in parts of the City that are within the Puyallup Indian Reservation.

Pol. LU 1.9 Consider impacts to Joint Base Lewis-McCord and Camp Murray when adopting future comprehensive plan and development regulation updates, and recognize the importance on accommodating veterans and providing support for the armed services.

Goal LU 2 Promote physical, social and mental well-being through the design of Milton's built environment.

Pol. LU 2.1 Maintain and improve walking and bicycling infrastructure.

Pol. LU 2.2 Encourage construction of healthy buildings and facilities.

Pol. LU 2.3 Take advantage of opportunities to foster a healthy local food system through land use decisions.

Healthy buildings minimize indoor air pollution, and may also include features that promote wellbeing such as on-site exercise facilities and healthy food

ENVIRONMENTAL GOALS AND POLICIES

Goal EV 1 Safeguard the natural environment for current and future generations.

Pol. EV 1.1 Sustain and strengthen environmental quality and ecosystem function to ensure the health and well-being of people, animals and plants.

Pol. EV 1.2 Encourage the wise use of renewable natural resources and conservation of nonrenewable resources through educational programs and by example.

Pol. EV 1.3 Protect the City's water supply from potential contamination hazards.

Policies regarding stormwater and potable water and located in the Utilities Element.

Best Available Science (BAS) is current and evolving scientific information with a high degree of reliability, and that is accessible to users.

Pol. EV 1.4 Retain and protect wetlands, river and stream banks, ravines, and any other areas that provide essential habitat for sensitive and locally important plant or wildlife species.

Pol. EV 1.5 Protect wetlands to enable them to fulfill their natural functions as recipients of floodwaters and as habitat for wildlife.

Green infrastructure uses vegetation, soils, and natural processes to manage water and create healthier urban environments.

Pol. EV 1.6 Require Best Available Science to protect threatened and endangered species and their habitats.

Pol. EV 1.7 In recognition of the important environmental and habitat values related to the wetland areas associated with Hylebos Creek, investigate and pursue appropriate public grants and private methods of financing for the acquisition and restoration of these areas. Strive to create partnerships for the restoration of the Hylebos Creek watershed and associated floodplain.

Pol. EV 1.8 Promote public education and involvement programs to raise community awareness about Hylebos Creek and the role it plays in the local ecosystem.

Pol. EV 1.9 Promote preservation of the City's existing tree canopy.

Pol. EV 1.10 Encourage the use of low impact development practices and green infrastructure.

Goal EV 2 Manage development to protect environmentally sensitive lands.

Pol. EV 2.1 All development activities should minimize disturbance of and adverse impacts to fish and wildlife resources, including spawning, nesting, rearing and habitat areas, and migratory routes.

Pol. EV 2.2 Limit the unnecessary disturbance of natural vegetation and wooded areas in new developments, in accordance with the critical areas ordinance.

Pol. EV 2.3 Manage development in erosion hazard areas using best management practices to promote soil stability and control erosion and sedimentation, for instance by keeping grading to a minimum, by retaining or replanting site vegetation, or by utilizing natural drainage systems.

Best Management Practices (BMP) are physical, structural, and managerial practices that prevent or reduce water pollution.

Pol. EV 2.4 Achieve responsible shoreline use and development, through the City's Shoreline Master Program, which is incorporated by reference and adopted fully herein, as amended, into the Comprehensive Plan.

Pol. EV 2.5 Identify the impacts of new development on water quality and require any appropriate mitigating measures. Impacts on fish resources should be a priority concern in such reviews.

Goal EV 3 Take proactive steps to address climate change.

Pol. EV 3.1 Consider a multi-pronged approach to climate change mitigation, including support for energy efficiency, vehicle trip reduction, and environmental protection.

Pol. EV 3.2 Promote community resiliency through the development of climate change adaptation strategies.

Pol. EV 3.3 Recognize that the science surrounding climate change is constantly evolving and track the best available information to use for planning purposes.

POTENTIAL ANNEXATION AREA (PAA) GOALS AND POLICIES

Goal PAA 1 Plan for coordinated and sustainable urban growth within the City limits and within adjacent, unincorporated parts of the City's Potential Annexation Area (PAA).

Pol. PAA 1.1 New development within the City's unincorporated part of the PAA should take place only if it does not cause level of service standards to diminish below the City's adopted standards, or if funding is in place to ensure level of service standards are met within a reasonable period of time.

Pol. PAA 1.2 For areas in the PAA that are not currently under the City's jurisdiction, the City should conduct cooperative land use planning with appropriate county, municipal and tribal governments.

Under the state Growth Management Act, counties designate an Urban Growth Area (UGA) within which urban uses are encouraged and outside of which rural uses are encouraged. Cities share responsibility for managing growth within the UGA.

Pol. PAA 1.3 Work with the City of Fife and other applicable agencies to determine which jurisdiction will annex the UGA Overlap Area of the PAA, consistent with applicable Countywide Planning Policies.

Pol. PAA 1.4 In cases of direct petition for annexation, the City of Milton should work with affected jurisdictions to make a determination, consistent with the Countywide Planning Policies. Factors that may be taken into account include site access, common ownership and the City's service area for utilities.

The UGA includes Potential Annexation Areas (PAA). PAAs are areas currently under County jurisdiction that have been identified through a collaborative process for future inclusion in the City.

LAND USE DESINGATION AND ZONING DISTRICT SPECIFIC GOALS AND POLICIES

RESIDENTIAL (RS, RM, RMD) LAND USE GOALS AND POLICIES

Goal RE 1 **Provide a broad range of quality housing choices and levels of affordability to meet the changing needs of residents over time.**

Policies to accomplish Goal RE 1 are located in the Housing Element.

Goal RE 2 **Residential development where allowed should be of high quality design and should be consistent with the character of Milton.**

Pol. RE 2.1 The Multi-Family land (RM) land use designation and zoning district is intended to provide opportunities for higher-density housing choices. It can serve as a transition between commercial centers and lower-density residential neighborhoods. Uses allowed within this category include duplexes, garden apartments, small-scale apartment units, and adult retirement communities. The net density for this category shall not exceed twelve to 18 dwelling units per acre.

Pol. RE 2.2 The Single-Family (RS) land use designation and zoning district is intended to help preserve the City's pattern of larger lot residential neighborhoods. Uses allowed within this category include single-family homes, accessory dwelling units, and mobile home parks. The net density for this category shall not exceed four to six dwelling units per acre.

Pol. RE 2.3 The Residential Moderate-Density (RMD) land use designation and zoning district is intended to provide a transition between the Town Center land use category

and single family residential neighborhoods. It preserves the goal of home ownership and increases the supply and quality of housing in the community by allowing smaller lot sizes. The net density for this category shall not exceed twelve to18 dwelling units per acre.

Pol. RE 2.4 Consider design guidelines to encourage infill development that maintains or enhances the character of residential neighborhoods.

Pol. RE 2.5 Home occupations may be located in all residential land use districts, in accordance with the Milton Municipal Code.

Pol. RE 2.6 Promote establishment and long term maintenance of small-scale activity areas within residential areas that strengthen neighborhood cohesiveness and that encourage the physical and social health of residents.

Small scale activity areas provide informal opportunities for residents to interact. Examples include pocket parks, community gardens and public squares.

Pol. RE 2.7 Consider a development character in the Neighborhood Infill area just west of Surprise Lake (shown in Figure LU-1) that includes the following:

a. Use of a traditional street grid pattern as a basis for design.
b. Porches facing common areas with parking on the side or to the back of lots.
c. Establishment of a central park space to serve the community.
d. Use of a compact development pattern while maintaining the City's existing residential character.
e. Protection of the environment recognizing downstream impacts to Surprise Lake and Hylebos Creek.

PLANNED DEVELOPMENT (PD) GOALS AND POLICIES

Goal PD 1 Planned Development Districts shall be designated where appropriate to provide opportunities for high-quality, environmentally sensitive, master-planned developments that contribute to the City's vision.

Pol. PD 1.1 Planned Development District shall be developed with uses that are consistent with the City's character and contribute to its economic base.

a. Redevelopment of the Quarry Site in the PD District (shown in Map LU-1) could include such uses as a continuing care retirement community, a combined RV

As of 2014, the only Planned Development District in Milton is the Quarry Site in the northern portion of the City. It contains the largest assemblage of undeveloped land in the City and has significant potential for redevelopment.

resort and sports complex, a mixed use center, or other appropriate use.

Pol. PD 1.2 Ensure that the Planned Development District:

a. Provides recreation and healthy living options for residents, such as active and passive open space and pedestrian and bicycle facilities.
b. Protects sensitive areas including Hylebos Creek and related aquifer recharge areas, riparian corridors, and other critical areas.
c. Utilizes creative site design to minimize land alteration and preserve natural features and public amenities such as views and treed ridgelines.
d. Is compatible with the design and scale of planned uses within the Master Plan and surrounding uses.
e. Mitigates potential conflicts, such as traffic, noise, lighting, and odor, to lessen the impact on planned uses within the Master Plan and surrounding uses.

MIXED USE TOWN CENTER (MX) GOALS AND POLICIES

Goal MU 1 Foster a vibrant, walk able, mixed-use town center.

Pol. MU 1.1 The Mixed Use Town Center land use designation and zoning district is intended for the Town Center SPA (Map LU-1). This category provides for diversity in types of housing, shopping, civic facilities, recreation, and employment through developments with a mix of office, commercial, and residential uses; as well as home occupations.

Pol. MU 1.2 Encourage new and existing commercial and office development in the Mixed Use Town Center in order to increase the City's employment base.

Pol. MU 1.3 Encourage development that is visually appealing, at a scale that is appropriate for surrounding uses, and fosters a pleasant and engaging environment for pedestrians.

Pol. MU 1.4 Encourage pedestrian-oriented street design that includes sidewalks, on-street parking and landscape elements such as street trees and street furniture. Off-street parking should be located to the rear or side of buildings, and landscaped, where possible.

Pol. MU 1.5 Promote pedestrian safety improvements around uses that result in a high volume of traffic.

BUSINESS (B) / LIGHT MANUFACTURING (M-1) DISTRICTS GOALS AND POLICIES

Goal B/LM 1 **Business and light manufacturing development shall be consistent with the character of Milton, shall be of high quality design, and shall help to meet the community's commercial service needs and employment needs.**

Pol. B/LM 1.1 The Business land use designation and zoning district is intended to provide for business uses that serve the community and the region through the development of integrated commercial centers where traffic congestion, visual interruptions, and other impacts on surrounding uses can be minimized.

Pol. B/LM 1.2 The Light Manufacturing land use designation and zoning district provides for heavy commercial and light industrial uses that are compatible with City character and vision and that contribute to the City's economic mix.

Flex developments support a mix of uses ranging from office to restaurant to light manufacturing. They typically have low rents and are great for startups and small

Pol. B/LM 1.3 Business and light manufacturing uses shall be well buffered from adjacent non-business properties.

Pol. B/LM 1.4 Business and light manufacturing uses should be encouraged along existing commercial corridors in areas such as the Uptown Special Planning Area and the West Milton Commercial District Special Planning Area.

a. Encourage flex space and business incubation centers along the SR 99 corridor in the West Milton Commercial District Special Planning Area.

Pol. B/LM 1.5 Promote new service-oriented businesses, such as retail and professional businesses.

Pol. B/LM 1.6 Recognize the importance of Businesses and Light Manufacturing lands to City and regional economic sustainability, and strive to prevent the loss of these lands.

Pol. B/LM 1.7 Utilize creative site design to preserve and protect natural features.

Pol. B/LM 1.8 Promote a landmark development to create a welcoming entrance into the City of Milton at the Gateway Site (shown in Figure LU-1) and other appropriate entryway sites into the community.

Pol. B/LM 1.9 Encourage and promote the aggregation of properties to achieve harmonious and interconnected development.

OPEN SPACE (OS) AND RECREATION GOALS AND POLICIES

Goal OS 1 **Maintain and enhance a system of parks and open space for the enjoyment of current and future residents.**

Pol. OS 1.1 The Open Space land use designation and zoning district is intended for areas devoted to public recreational facilities such as green corridors (trails, parks, and landscape buffers) and open spaces.

Pol. OS 1.2 Promote development of an interconnected system of sidewalks and trails in cooperation with regional partners.

Pol. OS 1.3 Pursue opportunities to increase the number of access points to the Interurban Trail in areas where existing right-of-way touches the trail.

Pol. OS 1.4 Promote the use of innovative techniques to incentivize preservation of desirable lands as a public benefit and to encourage community partners to participate in expansion of the parks and open space system.

Pol. OS 1.5 In recognition of the important open space and environmental values related to the wetland areas associated with Hylebos Creek, investigate and pursue appropriate public grants and private methods of financing the acquisition and restoration of these areas.

Pol. OS 1.6 Promote the addition of public access to Surprise Lake.

Pol. OS 1.7 Maintain, and consider building new, public buildings that provide space for community members to participate in recreational, civic and cultural activities.

Pol. OS 1.8 Support the creation of community gardens and farmers markets, in appropriate locations, in order to encourage community access to healthy foods and to provide recreational and social opportunities for residents.

Additional policies regarding open space and recreation are located in the Parks, Trails, and Open Spaces Element.

COMMUNITY FACILITIES (CF) GOALS AND POLICIES

Goal CFS 1 Ensure that adequate space is provided for public uses and that these uses are designed and operated in a way that minimizes negative impacts on the community.

Pol. CFS 1.1 The Community Facilities land use designation and zoning district is intended to provide areas for current and future public facilities such as schools, facilities for City-operated utilities, City buildings, and City-owned parking lots.

Pol. CFS 1.2 Continue to build on the City's partnership with the School District to address community needs that are of mutual interest and responsibility for the City and the District.

Pol. CFS 1.3 Minimize impacts associated with the siting, development, and operation of public facilities and services on adjacent properties and the natural environment.

a. Strive to site public facilities and services in areas where adjacent land uses are compatible. In cases where this is not feasible the City should encourage buffers and other mitigation measures.
b. To the extent feasible, public facilities should avoid designated resource lands, critical areas, or other areas where the siting of such facilities would degrade the natural environment.

Pol. CFS 1.4 The multiple use of corridors for utilities, trails, and transportation rights- of-way is encouraged.

Pol. CFS 1.5 Encourage equitable distribution of public facilities and services.

Additional policies related to this goal are contained in the Capital Facilities Element.

ESSENTIAL PUBLIC FACILITIES

Goal EPF 1 Provide an efficient review process for the designation, siting and permitting of essential public facilities that offers broad opportunities for participation by affected parties.

Pol. EPF 1.1 A private or governmental entity may petition to have a facility identified in the City of Milton Comprehensive Plan as a locally significant essential public facility in accordance with the procedures for comprehensive plan amendments. The proponent must provide a justifiable need for the facility and its location in the City based upon forecast needs and a logical service area.

Essential public facilities include those facilities that are typically difficult to site, such as solid waste or recycling handling facilities, regional transportation routes, state and local correctional facilities, in-patient facilities including substance abuse and mental health facilities, and group homes.

Pol. EPF 1.2 Affected parties including agencies, utilities, interested citizens and adjacent jurisdictions shall be given effective and timely notice and opportunities to participate in the review process.

Pol. EPF 1.3 Public hearings for permits required by Federal, State or County regulations should be combined with any public hearings required by City development regulations whenever feasible.

Pol. EPF 1.4 Milton should participate in interjurisdictional approaches to siting essential public facilities.

Pol. EPF 1.5 Siting criteria should provide for the uniform treatment of similar types of facilities, ensuring a fair review process.

Pol. EPF 1.6 Siting criteria should be based on the anticipated environmental, economic, and social impacts on adjacent and surrounding areas.

Pol. EPF 1.7 Siting criteria should provide design standards that make facilities compatible with their surroundings and enable the facilities to be permitted outright in appropriate zoning classifications wherever feasible.

Pol. EPF 1.8 After a final siting decision has been made, the City should pursue any related financial incentives or other amenities for which the City or its neighborhoods are eligible.

SPECIAL PLANNING AREA GOALS AND POLICIES

Goal SPA.1 Maintain specific goals and polices for those areas and centers that can benefit from unique approaches to land use planning and economic development.

Pol SPA 1.1 Monitor adopted SPA goals and policies for performance, and consider refining, enhancing and modifying the goals and policies for SPA's as necessary to maintain consistency with the City's long term vision and goals.

Pol SPA 1.2 Strive to maintain consistency with regional market trends and opportunities provided by the development community, when it does not conflict with the City's long term vision and goals.

Pol SPA 1.2 Consider expanding or creating new SPAs after sufficient study to determine the need, appropriateness, and impact to neighborhoods from such changes.

UPTOWN SPECIAL PLANNING AREA

Goal UD.1 Recognize and enhance the potential of the Uptown Special Planning Area 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 Special Planning Area.

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 Encourage on-street parking along Milton Way where it may enhance the pedestrian environment and is feasible.

Pol. UD 1.5 Encourage storefront development and signage along Meridian Avenue E (SR 161) 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 Uptown. 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 walk ability 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 Uptown.

Pol. UD 2.1 Design streets to become a strong element of the Uptown’s design identity, using distinctive streetscape standards, including sidewalks, crosswalks, street furniture, street signs, way finding, 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.

Goal UD 3 Create a cohesive architectural character that embodies the Uptown Special Planning Area's 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 Special Planning Area as a unique place, while still allowing design flexibility.

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

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 Special Planning Area 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 Special Planning Area.

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.

WEST MILTON COMMERCIAL DISTRICT SPECIAL PLANNING AREA

Goal WMCD 1 **Support future development of the West Milton Commercial District Special Planning Area as a successful flexible space employment center.**

Pol. WMCD 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. WMCD 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 West Milton Commercial District Special Planning Area.

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

Pol. WMCD 1.4 Monitor and update development standards and guidelines to make sure those standards and guidelines continue to provide flexibility in the range of uses and activities in the West Milton Commercial District Special Planning Area.

Goal WMCD 2 **Establish the West Milton Commercial district's identity as an attractive, efficient and flexible employment center.**

Pol. WMCD 2.1 Achieve overall consistency in character and quality that identifies the West Milton Commercial District Special Planning Area as a unique place, while still allowing design flexibility.

Pol. WMCD 2.2 While recognizing that the West Milton Commercial District Special Planning Area 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, way finding, trees, landscaping and paving.

Pol. WMCD 2.3 Encourage the location of buildings close to the street with visible pedestrian entrances and transparent windows.

Pol. WMCD 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. WMCD 2.5 Establish standards for visually prominent signs that promote the West Milton Commercial District Special Planning Area character.

Pol. WMCD 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. WMCD 2.7 Use design standards and form-based codes to encourage the West Milton Commercial District's Special Planning Area desired character. Include sign standards in the form-based code to ensure integration and compatibility with the overall desired character of the District.

Goal WMCD 3 Recruit, grow and sustain a range of mixed-employment opportunities in the West Milton Commercial District Special Planning Area.

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

Pol. WMCD 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.

4. Analysis

Current Land Use:
Milton is a small community characterized by a rural pattern of larger lot residential development surrounded by fields, trees, open vistas, and gardens. The City is primarily a bedroom community, nestled between the urban areas of Tacoma and Seattle. Interstate 5 and State Route 99 (Pacific Highway) intersect the City's western portion, and State Route 161 (Meridian Street East) creates the City's eastern most boundaries. Milton Way is the primary east/west route through the City and intersects the City Town Center (See Figure LU-1 for a depiction of Places).

The City is primarily comprised of single-family homes on fairly large lots, with multifamily development creating a buffer to the commercial corridors located in the Uptown Special Planning Area and West Milton Commercial District Special Planning Area. These corridors, along with the City's Town Center Special Planning Areas, and the quarry site are currently the City's primary source of employment and tax base, and contain the City's future employment capacity potential. Furthermore, these areas provide retail, dining, entertainment, transportation and shopping opportunities for the City's residents, and regional neighbors.

Table LU-1 Current Land Use

Current Land Use	City	%	PAA	%
Residential - Single Family	683.93	46.9%	151.99	44.8%
Residential - Multi Family	108.42	7.4%	4.59	1.4%
Mobile Home Park	23.55	1.6%	0	0.0%
Retirement Facility	31.4	2.2%	0	0.0%
Commercial	154.34	10.6%	0.95	0.3%

Mining	103.67	7.1%	0	0.0%
Utilities/Private Roads	22.95	1.6%	0	0.0%
Religious Services	17.3	1.2%	4.3	1.3%
Parks/Open Space	40.94	2.8%	0	0.0%
Miscellaneous	29.43	2.0%	23.73	7.0%
Public Facilities	39.8	2.7%	1.49	0.4%
Agriculture	26.88	1.8%	5.01	1.5%
Vacant	176.29	12.1%	147.24	43.4%
Total (acres)	1458.9	100%	339.3	100%

Table LU-2 below identifies amount of the City assigned to each future land use designation for the City and its Potential Annexation Area (PAA). Together this area is known as the City's Urban Service Area (USA). This is geographically depicted in Map LU-2.

Table LU-2 Land Use Designations

Land Use Designation	City	%	PAA	%
Residential Single Family (RS)	709.63	48.6%	149.28	44%
Residential Multi-Family (RM)	190.72	13%	59.84	17.6%
Residential Moderate-Density (RMD)	40	2.7%	0	0
Business (B)	167.53	11.5%	5.2	1.5%

Mixed-Use Town Center (MX)	10.86	.7%	0	0
Light Manufacturing (M-1)	115.23	7.9%	0	0
Open Space (OS)	44.18	3%	87.14	25.7%
Planned Development (PD)	143.20	9.8%	0	0
Community Facilities (CF)	37.53	2.6%	0	0
Fife/Milton UGA	N/A		37.84*	11.2
Total (acres)	1458.9	100%	339.3	100%

*There is an additional Fife/Milton Overlap area located at the western terminus of the Milton Interurban Trail. This area is approximately 8.76 acres in size and has not been included within the table above.

As depicted in the future land use map, the City's primary land use pattern is single family with a mixed-use town center, all of which is surrounded by multifamily and commercial corridors. The Single family district accounts for 48% of the city's land use, while moderate density and multifamily districts account for 2.7% and 13%, respectively. Business (B) and Light Manufacturing (M-1) account for 11.5% and 8%. The largest conglomeration of land under single ownership is in the Planned Development District (PD) and accounts for almost 10% of the City's land use designations. Open space (OS) and community facilities districts (CF) account for 3%, and 2.6% of the City's land use designation.

The Single-Family District (RS) allows for a development pattern of large lots, in order to maintain the City's small town character and charm. The character of single-family development is different on the south and north sides of Milton Way. North of Milton way is characterized by subdivision type developments situated within a larger block pattern; while south of Milton Way the development character has a tighter block structure, with larger, more uniform lot configuration. Recent development in the single-family district has consisted of infill via short plats, small subdivisions, and associated single-family development. Significant challenges exist in assuring that new single-family development conforms with, and enhances, the exiting residences.

The Multifamily District (RM) serves the City's need of providing a variety of housing types and densities. Multi-family housing currently exists abutting the City's Uptown District Special Planning Area, in the form of apartment complexes, condos and townhomes. The multi family designation also applies to portions of land in the City's southwest portion, and along 70th Avenue.

Much of the City's commercial development is located in the Uptown Special Planning Area adjacent to Meridian Street East and, and the West Milton Commercial District Special

Planning Area along Pacific Hwy and Porter Way. This area has various land use designations including Business (B), Light-Manufacturing (M-1) and Residential Multi-Family (RM). The intersection at Milton Way and Meridian Avenue stands as the city's main intersection and the center of the Uptown Special Planning Area, which provides dining, retail shopping, and services catering to the regional population and the traveling public. It is currently a space characterized by large parking lots, fast traveling traffic, and unleased storefronts.

The West Milton Commercial District Special Planning Area along Pacific Highway acts as a connector between commercial areas in Fife and Federal Way and contains the Business (B) and Light Manufacturing (M-1) zoning districts. The development pattern of the West Milton Commercial District Special Planning Area consists of auto and large machinery repair services, contractor yard, retail and other regional services. However, the district is currently underutilized and does not match the vision of the City; as development extends into the district, the SR 99 corridor will become prime real estate for development, because of its current access and its relatively low cost.

The intersection of Milton Way and Oak St is located at the center of the Mixed Use Town Center (MX). Immediately adjacent to the eastern tip of Milton Community Park, this area has historically been the City's town center. The area contains local services such as dining, retail and entertainment. Being immediately adjacent to Milton Community Park (aka Triangle Park), the town center area has a unique mix of residential, commercial, civic and recreational opportunities within walking distance.

In 2007 the City annexation portions of the old Milton Electric Rail line, in order to complete the construction of the Interurban Tail. The Interurban Trail crosses through the City and continues into Edgewood and Fife, providing a large vegetated pedestrian, bicycle, and equestrian trail linking open spaces, parks, and environmentally sensitive areas within the City. Other parks and public facilities including, Milton Community Park, Hill Tower Park, Olympic View Park, Sterling Crest Park, Sterling Heights Park, and West Milton Park, provide additional recreational opportunities and open space located within the City. In total there is approximately 40 acres of parks and open space in the City.

Parks, open space and recreational opportunities are covered in the Parks Element.

Environmental

The City is required under GMA to adopt regulations for the protection of critical areas and their buffers. "Critical areas" include;

- Wetlands
- Aquifer Recharge Areas
- Fish and Wildlife Habitat Conservation Areas
- Frequently flooded areas
- Geologically hazardous areas

Wetlands

There are a number of isolated and interrelated wetlands located within the City. Wetlands are defined as *"areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions."* In Milton, the vast majority of wetlands are associated with the Hylebos Creek and its associated tributaries and flood plain. However, due to the topography and soil type of Milton there are also scattered depressional wetlands in swampy, or marshy areas, and along seasonal watercourses throughout the City. The general location of wetlands are shown in Map LU-4. This map shows the approximate location of known wetlands and the area where the physical conditions are right for wetlands to exist.

Protection of Critical Areas is addressed in the City's Critical Area Ordinance, and requires new development to mitigate adverse environmental impacts.

Wetlands perform functions that are impossible or difficult and costly to replace. Wetlands provide erosion and sediment control -- the extensive root systems of wetland vegetation stabilize stream banks, floodplains, and shorelines. Wetlands improve water quality by decreasing the velocity of water flow, resulting in the physical interception and filtering of waterborne sediments, excess nutrients, heavy metals, and other pollutants. Wetlands also provide food and shelter, essential breeding, spawning, nesting, and wintering habitats for fish and wildlife, including migratory birds, anadromous fish, and other commercially and recreationally valuable species.

Aquifer Recharge Areas

The City of Milton obtains all of its water from underground aquifers, and protects this resource through the regulation of aquifer recharge areas. An aquifer recharge area is defined as "*areas where the prevailing geologic conditions allow infiltration rates which create a high potential for contamination of ground water resources or contribute significantly to the replenishment of ground water*". Aquifer recharge areas are shown on Map LU-5.

The primary source of aquifer recharge is through infiltration of rainfall and by the movement of water from adjacent aquifers or water bodies. Natural factors include the amount of precipitation, soil type and conditions, vegetation, and topography. Man-made factors include impervious surfaces, the chemicals and pollutants generated by those surfaces, the channeling of runoff, changes in soil condition such as compaction, and the removal of vegetation. Aquifers can also be affected by contamination. A hazardous waste spill can have severe adverse impacts on an aquifer, possibly making the water unusable for years.

Further discussion and detail of the aquifers and Milton's wells can is located in the City's Water System Plan.

In order protect the primary source of aquifer recharge, it is important to maintain and, where possible, enhance the recharge characteristics of the remaining open space through minimization of impervious surface cover, the retention or detention of stormwater, and the

exploration of low impact development techniques for enhancing and protecting recharge characteristics.

Fish and Wildlife Habitat Conservation Areas

Fish and Wildlife Habitat Conservation Areas are considered *"areas that serve a critical role in sustaining needed habitats and species for the functional integrity of the ecosystem, and which, if altered, may reduce the likelihood that the species will persist over the long term. These areas may include, but are not limited to, rare or vulnerable ecological systems, communities, and habitat or habitat elements including seasonal ranges, breeding habitat, winter range, and movement corridors; and areas with high relative population density or species richness. Counties and cities may also designate locally important habitats and species."*

In Milton these areas primarily include the Hylebos Creek, its tributaries and associated flood plain. There has been numerous restoration activities associated with the Hylebos Creek including the West Milton Nature Preserve, West Hylebos Wetlands and the WSDOT Wetland Mitigation immediately north of the City.

Map LU-4 shows the general location of Fish and Wildlife Habitat Conservation Area within the City. Protection of these areas is often regulated by the Departments of Ecology, the Department of Fish and Wildlife, and City regulations.

Frequently Flooded Areas:

Development with the 100-year floodplain is regulated based on FEMA floodplain maps adopted by the Critical Areas Ordinance. The 100-year floodplain is a term that describes an area of land that would be affected by a flood event that has a one percent (1%) chance of occurring, or being exceeded, in a given year. This area is comprised of two components: the floodway and the floodplain. Generally the floodway is the area of fastest moving, deepest water usually located around an existing stream or body of water. The fringe is the area that the existing body of water "overflows" into.

Historically a river's floodplain has provided critical habitat for salmonid species and numerous forms of wildlife, as well as providing storm water storage capacity. However development in the floodplain has limited the capacity of this area to provide critical habitat and storm water capacity.

The City's flood plain is primarily located along the Hylebos Creek and Surprise Lake and its outfall. The outfall of Surprise Lake converges with the Hylebos Creek in the City's PAA. The large wetland associated with this convergence will be restored as mitigation for the SR-167 project. This area is shown in Map LU-2.

Geologically Hazardous Areas

Geologically hazardous areas include Erosion hazard areas, Landslide Hazard areas, Seismic hazard areas, mine hazard areas, volcanic hazard areas. All of these areas are depicted on Map LU-3. Due to the topography and drainage characteristics of Milton, the most pressing of these hazard areas are erosion, landslide and seismic hazard areas.

Erosion is the wearing away of the earth's surface by the wind, water, or ice. The primary source of erosion is through surface drainage ditches, streams, surface water flows, and stormwater movement. The effect of this on the land is highly dependent on the soil type and slope. The more severe the slope and less stable the soil type, the higher potential for erosion. Other factors such as vegetation removal and construction activity also play a factor.

Landslide

Erosion hazard areas are defined as those lands susceptible to the wearing away of their surface by water, wind, or gravitational creep. The two primary determinants of these areas are soil type and slope. The U.S. Department of Agriculture's Natural Resources Conservation Service identifies lands or areas underlain by soils having "moderate to severe," "severe," or "very severe" erosion potential. These soils contain high percentages of silt and very fine sand. As the clay and organic matter content of these soils increase, the erodibility decreases. Clays act as a binder of soil particles and reduce erodibility. However, once clays are detached from the soil they are easily transported by water and settle out very slowly.

Well-drained and well-graded gravels and gravel sand mixtures are the least erodible soils. Coarse, gravel soils are highly permeable and have a good absorption capacity that prevents or delays, and thus reduces the amount of surface water runoff. Areas at risk for soil erosion and landslides are illustrated in Maps LU-3.

Seismic

The region surrounding Milton is susceptible to earthquake activity. The U.S. Geological Survey Seismotectonic Map of the Puget Sound Region shows that the source, or epicenter, of several earthquakes, with a focal depth of less than 35 km, originated within five miles of the City between July 1970 and December 1978.

Site-specific geologic characteristics will also influence how an area responds to ground shaking and the potential extent of damage. Natural and artificial unconsolidated materials, such as clay and silt deposits, sediments in river deltas, and materials used as land fill commonly amplify ground movements more than consolidated sediments and bedrock.

The Seismic Hazard areas Map (Map LU-3) shows areas of high risk to seismic activity. The majority of earthquake damage in the Milton planning area will be as a direct result of liquefaction of alluvial soils with a high water table, typical of the scenarios found in the western area of the City and the lowland areas.

5. Growth and Change

The office of Financial Management (OFM) is tasked, under GMA, with providing population ~~estimates~~ projections for ~~the Cities and~~ Counties. These estimates, along with the associated data, development and market trends, are then used by the PSRC and the counties to determine appropriate housing growth forecasts and targets for the counties and cities.

Table LU-3 below, identifies the City's historical census population counts, as well as intercensal estimates of population and housing by OFM. Also included in Table LU-3 are forecasted housing growth targets prepared by PSRC, and projected population for the years 2025-2040 prepared by the City of Milton using a linear growth model assuming a consistent growth trend of that seen between the years 2000-2017 based on OFM estimates.[1] For the purposes of this Comprehensive Plan, these figures are combined into one table but should not be used comparatively due to the differing methodology in their preparation. See the Table 12 of the housing element for more information. The forecasted housing growth targets prepared by PSRC are useful for determining transportation impacts at a regional level whereas the future population projections assist the City in planning for demand for local services. ~~and forecasted growth targets by PSRC.~~

~~Table LU-3 Population~~

~~Year~~	~~1990*~~	~~2000*~~	~~2010*~~	~~2011**~~	~~2012**~~	~~2013**~~	~~2014**~~	~~2020***~~	~~2030***~~	~~2035***~~	~~2040~~
~~Population~~	~~4,995~~	~~5,795~~	~~6,968~~	~~6,975~~	~~6,985~~	~~7,185~~	~~7,265~~	~~7,452~~	~~8,483~~	~~8,884~~	~~9,335~~

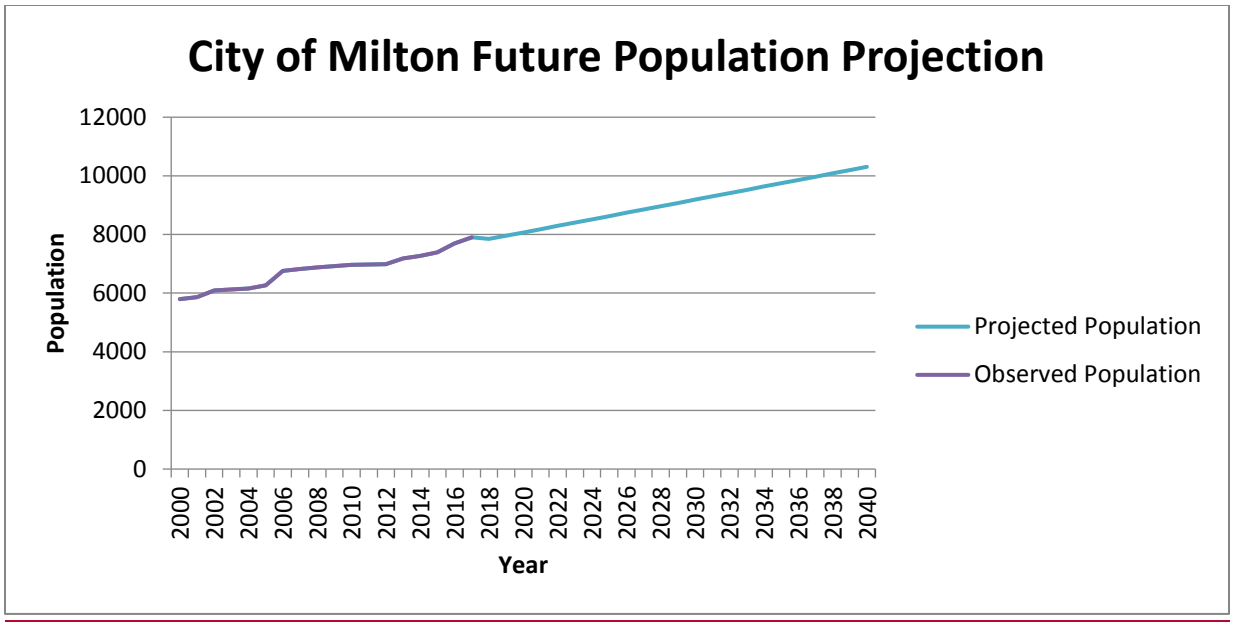
~~* Decennial Census~~
~~** Washington Office of Financial Management (OFM) Estimate~~
~~*** Puget Sound Regional Council (PSRC) Forecast~~

Table LU-3 Population and Households

Year	1990[1]	2000[1]	2010[1]	2011[2]	2012[2]	2013[2]	2014[2]	2025	2030	2035	2040
Population	4,995	5,795	6,968	6,975	6,985	7,185	7,265	8,628[3]	9,187[3]	9,747[3]	10,307[3]
Households		2,197	2,988				3,041	3,544[4]	3,557[4]	3,553[4]	3,549[4]

[1] Decennial Census
[2] Washington Office of Financial Management (OFM) Estimate
[3] City of Milton Population Projection
[4] Puget Sound Regional Council (PSRC)—Land Use Vision dataset, Fall 2017

[1] The City of Milton amended its Comprehensive Plan in December, 2017, to resolve its Comprehensive Plan certification through PSRC. As such, additional data available from the Office of Financial Management (OFM) was available to inform its population projection.



The Growth Management Act (GMA) requires cities to encourage new development to locate in urban areas where adequate public facilities exist, or can be provided in an efficient manner. To accomplish this, cities in coordination with the County, have designated a countywide urban growth area (UGAs). Within this UGA are Cities and their associated Potential Annexation Areas (PAAs)

The GMA sets forth guidelines for the sizing of PAAs for counties and cities. King and Pierce counties' countywide planning policies provide a framework from which county and city comprehensive plans are developed and adopted. The framework is intended to ensure consistency between the comprehensive plans of the county and its municipalities. Additionally, the countywide planning policies provide guidance regarding the process and criteria for establishing PAAs.

The Puget Sound Regional Council (PSRC) is a regional planning organization consisting of King, Pierce, Kitsap and Snohomish County. Through the adoption of Vision 2040, the PRSC implements regional policies related to transportation planning, economic development, and growth management.

Based on the requirements contained within the GMA and King and Pierce County county-wide planning policies, Milton has designated a PAA which is shown in the Future Land Use Map, LU-2. The location, use, density, and intensity of future growth identified in this map, was created to successfully establish the type of development envisioned by its citizens and to accommodate the City's growth projections.

In order to provide for coordinated and efficient regional growth, Milton coordinates its growth ~~allocations with the growth projections created by the Puget Sound Regional Council and administered by the~~assumptions with targets adopted by King and Pierce counties in their ~~County's~~ Countywide Planning Policies. The projected growth is measured in the form of additional dwelling units and ~~employment capacity~~additional jobs. Capacity to accommodate

the targets was evaluated in the~~, and measured by a~~ Buildable Lands Reports adopted by each of the counties as required by the GMA.

For the Pierce County portion of Milton, the target is for the city to add 240 housing units between 2008 and 2030. For the King County portion of Milton, the target is for the city to add 50 housing units between 2006 and 2031. The adopted targets are consistent with Milton's role in the Regional Growth Strategy as a Small City.

Both Pierce and King Counties create a Buildable Lands Report as a tool for evaluating the ability of local plans and regulations to accommodate targeted growth based on actual development trends~~determining appropriate growth projections~~. This report identifies the cumulative capacity for employment and residential growth in the County Comprehensive Urban Growth Area, which includes the cities and towns and their associated PAAs.

The Buildable Lands analysis identifies vacant and underutilized land, suitable for development or redevelopment. Land "suitability" takes into consideration estimates of how critical areas protection, land that might be needed for public purposes (e.g. parks, storm drainage), and land needed for future streets will effect development of these vacant and underutilized parcels. It also means adjusting the amount of vacant and underutilized land using a market factor or discount factor to exclude land that, based on historical trends is not reasonably expected to become available for sale or lease during the planning horizon. This land is then compared to the City's development trends, and regulations, to determine the City's employment and dwelling unit capacity.

The City also utilizes the Buildable Lands Reports as a planning tool to determine if the City can accommodate the growth projections for the City. Planning for sufficient future capacity provides assurance that the City can achieve its vision for the future while accommodating it's proportionate share of regional growth allocations.

As mentioned above, planning for growth projections takes the form of comparing Employment and Dwelling Unit need and the City's capacity to provide for employment and housing units, based on current zoning regulations and space available for development. When discussing "allocations", this is the amount of regional growth that has been assigned to Milton by the applicable county in the form of adopted growth targets. ~~Allocations~~ Under the GMA, target represent~~are~~ the minimum amount of growth we are required to accommodate.

~~On the other hand, PSRC has created a "forecast" which is a closer estimation of reality. In adopting future growth targets, the City has adopted the PSRC "forecasts" instead of the County's "allocation". The information below shows how the City meets both the requirements of the County allocation and the adopted growth targets in the PSRC forecasts.~~PSRC produces forecasts of future housing growth that incorporate data from the growth targets along with planned levels of growth included in the Regional Growth Strategy

in VISION 2040. The city has used both PSRC, ~~and c~~County and State sources for information about how much growth to anticipate in the future.

Tables LU-4 through LU-8 show are separated by County and PSRC Projections and compared against the City's capacity, as determined through the GMA required buildable lands review.

Employment Capacity

Employment capacity of the City is determined by first determining the amount of "underutilized" land in the Business (B), Mixed Use Town Center (MX), and Light Industrial (M-1). The term "underutilized" refers to a particular piece of property can be developed in a manner that would support more jobs, than it currently provides. "Potential employment capacity" is the amount of jobs a property can provide if redeveloped under current development regulations, assumptions about development trends, and a regionally applied jobs per square foot of gross floor area standard. "Current employment provided" uses the same analysis above, with the main difference being the gross building square footage. By comparing potential employment capacity for a particular piece of property, with the currently provided employment, a ratio can be determined. This ratio is used to set a threshold for a property being classified as "underutilized".

The amount of underutilized land is then reduced according to local development regulations, critical area constrains, and an additional reductive factor is included to achieve a net acreage of land that is considered underutilized. Vacant land, the applicable zoning districts is also identified.

The final net underutilized acreage of vacant and underutilized is then compared to the same regionally applied jobs per square foot of gross floor area standard, used above, to determine a city's employment capacity.

For the Pierce County portion of Milton, the target is for the city to add 444 jobs between 2008 and 2030. For the King County portion of Milton, the target is for the city to add 160 jobs between 2006 and 2031. The targets are consistent with Milton's role in the Regional Growth Strategy as a Small City.

Tables LU-4 through LU-7 below, identify the City's employment need, as identified by the King and Pierce County Countywide Planning Polices and the PSRC forecast projections, as well as the City's employment capacity

Pierce County:

Table LU-~~6~~ 4 Pierce County~~City of Milton:~~ Employment Needs in City of Milton					
2010 Total Employment Estimate[1]	**Adopted 2030 Total**	**Total Employment**	**Adjusted Employment Growth[3]**	**Displaced Employees**	**Additional Employment Needs**

	Employment Target[2]	Growth (2010-2030)			
1,855	2,337	482	424	161	584

1. PSRC ~~Land Use Targets~~ 2010 Covered Employment Estimate.
2. Adopted by Ordinance No. 2011-36s.
3. The total employment allocations are reduced by 12.1% to account for mobile workers and work-at-home employees for the commercial/industrial land needs analysis.

Table LU-5 ~~City of Milton:~~Pierce County Employment Capacity in City of Milton

Type	Zoning District	Net Acres	Employees per Acre	Employment Capacity
Commercial	MX	2.15	19.37	42
	B	83.86	19.37	1,624
	CF	1.61	19.37	31
Industrial	M-1	58.15	8.25	480
			Total Employment Capacity	**2,177**

*Numbers are rounded and may not calculate correctly as shown.

King County:

Table LU-6 King County Employment Needs and Summary in City of Milton

Growth Target Update, 2006 to 2012		
Jobs Growth Target (2006-2031)		**160**
Jobs Changes, 2006-2012:		
Plus Annexation Area Target	0	
Plus Job Loss, 2006-2012	17	
Net Adjustment to Target	**17**	
Net Adjustment to Target		17
Remaining Target (2012-2031)		**177**
2006 Job Capacity	(from 2007 BLR)	**2,470**
Six-year adjustment to capacity* **		17
Final 2012 Job Capacity		**2,487**
Surplus/Deficit Capacity		**2,310**

Puget Sound Regional Council

The PSRC ~~is tasked with creating growth targets for King, Pierce, Kitsap and Snohomish County~~produces forecasts and projections of future growth in households and employment. ~~These are adopted to assure that local comprehensive plans align with PRSR's VISION 2040's Regional Growth Strategy. This assures efficient and coordinated regional growth, consistent~~

~~the goals of the GMA.~~The Land Use Vision dataset, which is based on county adopted growth targets and the Regional Growth Strategy in VISION 2040, is most applicable to local comprehensive planning. The resulting employment growth allocation for Milton is shown in table LU-7. As shown in tables 5 and 6 above the City has the ability to accommodate 4,487 jobs, which exceeds the forecasted 20 year growth of 899, forecasted by PSRC.

Table LU-7 ~~PSRC~~ Combined Employment ~~growth~~ Growth Allocation					
Year	2010	2014	2020	2030	2035
Employment	2,003	2,413	2,829	3,049	3,312

Residential Capacity

The ability of the City of Milton to accommodate anticipated population growth depends on two factors: the quantity of developable land and achieved densities. The City's residential capacity if fully analyzed in the Housing Element. Table LU-8 below identifies the results of this analysis, and shows the City's ability to accommodate the City's proportionate share or residential growth in the region.

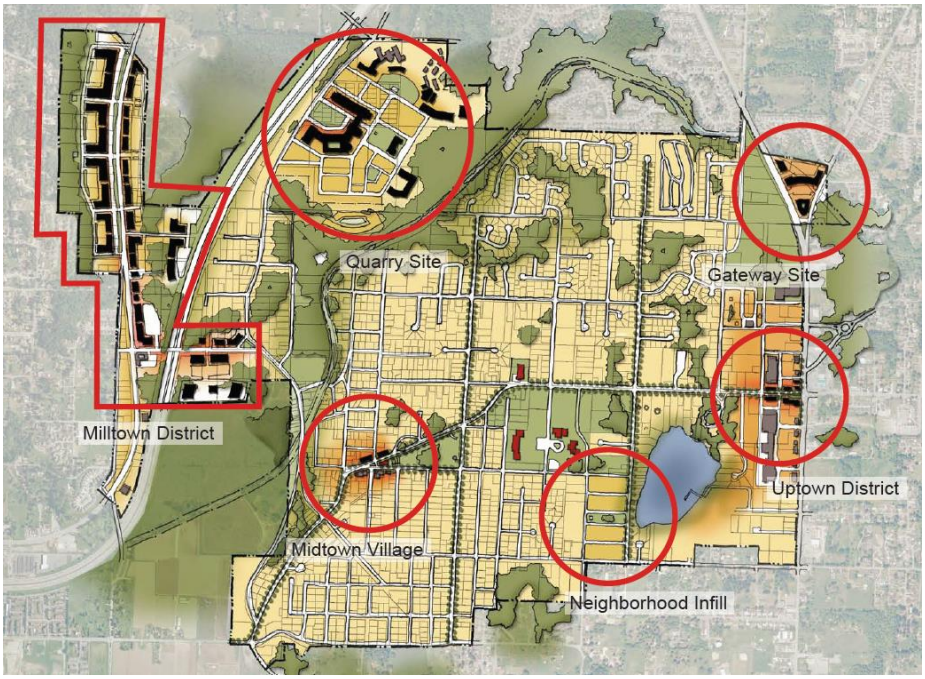
Further analysis of the City's residential Capacity can be found in the Housing Element

Table LU-8 Residential Capacity~~Capacity~~	
	Capacity
King County	388 units
Pierce County	602 units
~~**PSRC (**~~**City Wide**~~**)**~~	990 units ~~2,254 people~~

Amending the Potential Annexation Area

A City's existing PAA currently abuts the Cities of Fife, Tacoma, and Federal Way. Expansion or alteration of the City's PAA requires coordination with the neighboring City and approval by the County council. There is also a portion of PAA, along the City's westernmost boundary, that is identified as "UGA Overlap Area". This is an area of unresolved PAA, meaning that it "could" belong to either City. In order to provide the appropriate level of urban services to this area, the cities of Fife and Milton will need to determine the most efficient boundary lines. Pierce County's Countywide Planning policies provide direction for the correct location of PAA boundary lines, and are the primary source of guidance in determining their correct location.

6. A City of Places



In 2012 the City went through a visioning process, to create a road map for the required update to the City's Comprehensive Plan. Through this process it was discovered that Milton has a unique opportunity to further establish itself not only as a community of neighborhoods but as a city of places. Specific areas within the city would serve as destinations for both citizens of Milton and surrounding communities while other places begin to function as destinations at a regional scale. These places are also opportunities for economic redevelopment and include:

Special Planning Areas (SPAs)

- Uptown District
- West Milton Commercial District (formerly Milltown SPA)
- The Quarry Site
- Neighborhood Infill
- Town Center (formerly Midtown Village SPA)
- Gateway Site

Uptown District Special Planning Area

Introduction

The 63-acre Uptown District Special Planning Area 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 Special Planning Area, bisecting the District into north and south halves.

The Uptown District Special Planning Area 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 designations and implementing zoning districts are for commercial business uses, consistent with existing and envisioned development

The major streets in the Uptown District Special Planning Area 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.

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 Special Planning Area 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 Special Planning Area 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 of Milton a sense of ownership and distinguished character while acting as a gateway to the city.

West Milton Commercial District Special Planning Area (formerly Milltown SPA)

Introduction

The 200-acre West Milton Commercial District Special Planning Area 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 and

zoning districts. 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.

West Milton Commercial District Vision

The potential for future development along the Pacific Highway E (SR 99) 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 (SR 99) 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.

The Quarry Site

Introduction

The Quarry Site is the largest aggregation of parcels under single ownership and contains high potential for development. The property is zoned Planned Development District (PD) which allows for development consistent with an approved Master Plan. A Master Plan is a concept level development plan that is approved by Council and allows for flexibility of development regulations and phasing of development. In 2008 construction began on the development of an assisted living facility, as part of a previously approved Master Plan, which has since expired. Currently the Quarry Site has one approved master plan (Milltown Landing) which covers approximately 9.9 acres (approximately 14% of quarry site). The area of the Quarry Site that does not have an approved master plan is limited in its uses to surface mining, recycling facility, concrete crushing and public utility facilities.

Through the process of review and approval of a Master Plan, the City has the ability to work with the property owners, to encourage adoption of a Master Plan that will further implement the City's adopted Visioning Report.

Quarry Site Vision

Even without direct access to the interstate, this site can transform from its current use to a destination development - while maintaining Milton's character. The Visioning Report identifies two viable concepts, although different in use and infrastructure needs. The concepts include a Continuing Care Retirement Community (CCRC) and an RV Resort combined with a Sports Complex.

A CCRC is a retirement community that meets a variety of aging care needs, from independent living to assisted living to nursing home care. The community is typically anchored by retail to form a compact, walkable mixed-use community.
Additional attributes of CCRC's include:

- Tiered approach to the aging process
- Consists of apartments, condominiums, or single-family homes
- Supports light commercial and retail facilities on-site
- Residents pay entrance fee and monthly charges
- Establishes new infrastructure that supports Milton's tax base

A RV Resort combined with a Sports Complex, can serve as another viable development scenario for the Quarry Site. Currently, there is not an immediate sports complex serving the area. With a growing number of club and traveling teams there is a constant need for new sports facilities. This region of the state acts as a hub for RV's, but it lacks an adequate and desirable destination for travelers. Additional attributes include:

- High-end RV park supports regional athletic field and enchanted theme park in Federal Way
    - With sites prices competing with hotel costs, revenues would be high
- RV owners know where they are going before they leave their driveway - an identified regional location
- Regional athletic center features:
    - Indoor and outdoor sports fields
    - Eateries for family gathering or adults to watch children play
    - Activities spread throughout the day so there is no single influx of traffic
    - Potential practice venue for professional and semi-professional teams
- High potential to support a hotel
- This is a development that could provide for the city immediately and redevelop 20 years later
    - Minimal new infrastructure

- All season viability
- Potential for Federal Way to help fund a future interchange

Neighborhood Infill Site(s)

Introduction

There are numerous underutilized properties in the city that have the potential to develop and greatly affect the surrounding neighborhoods upon their redevelopment. Generally speaking these are parcels that are of sufficient size to accommodate a large subdivision of 40+ single family homes. As identified in the visioning report, the property west of Surprise Lake has extremely high potential redevelopment into a residential subdivision. There are a few other properties in the City that have the same characteristics and potential for redevelopment; all of which are zoned single family.

Infill Vision

The outcome of the visioning report identifies the potential for these properties to be developed in a manner that supports and enhances the existing residential development pattern, and promote neighborhood cohesiveness. Development principles to accomplish this generally include:

- Take advantage of and use traditional Milton blocks as a basis for design
- Incorporate alleyways to put garage doors in the back of residential lots versus on the street
- Establish a central park space to serve the new community and surrounding neighborhood
- Using current block and street to determine spatial layout but at a higher density to meet city design standards for growth
- Provide key example for graphic code and development standards

Town Center (formerly Midtown Village)

Introduction

The Town Center SPA consists mainly of the Mixed Use Town Center (MX) land use designation and zoning district. This is the area immediately surrounding the intersection of Oak St, Milton Way, and 11th Ave. Historically this has been the central core of Milton. Prior to the development of the shopping centers in the Uptown District Special Planning Area, this area provided Milton's residents with the day to day needs such as, retail, dining, entertainment and various services.

The area currently has a large mixed use building that houses Dave's Restaurant, and various shops and services. Additionally this area includes underutilized commercial space, and contains potential for redevelopment. A large portion of the property in this district is under single ownership, which assists in working with property owners in implementing the City's vision for redevelopment of this area.

The use of Milton Community Park includes City sponsored events such as Milton Days, and houses the City's numerous memorials. Additionally, the park is heavily used by various youth sports organizations and residents. This large recreational opportunity adds to the viability of the Town Center area becoming the City's true civic core and town center.

Town Center Vision

Milton's Community Park and the immediate surrounding area can truly become the city's town center and civic center. Milton Community Park is central to the entire community and is already a destination to its citizens.

The concept for the Town Center SPA is to create a walkable, mixed-use neighborhood with City Hall as the anchor. Attributes of this plan include:

- The City Hall and Community Center located at west tip of
- Milton Community Park
- A stage built off the building, extending into the park
    - Used for concerts, public gatherings, outdoor eating, etc...
- An amphitheater built into landscape taking advantage of natural topography
- Kemper Playfield relocated to east side of amphitheater
- Adjacent commercial buildings receive façade treatments
- On-street parking surrounding park
- Safe and visible pedestrian street crossings encouraging walkability
- Street trees and planters line streets to add barriers between pedestrians and traffic while softening the streetscape
- Encourages residential and mixed-use infill

With the relocation of City Hall, Milton's identity and character will be restored to the city. Milton is characterized as a community of neighborhoods and a city of places, but the Town Center SPA will become the centerpiece of Milton.

Gateway Site(s)

There are certain areas around the City that can act as a district gateway to the City. Namely these include the intersections of Meridian St/Military Rd, Porter Way/Pacific Hwy E, and Meridian St/Milton Way. This gateway creates a recognizable sense of place, where people recognize they are entering Milton based on a unique development look and feel, and landmark buildings, associated with the gateway area.

Element 03 – Housing

Table of Contents

List of Tables:

List of Maps

List of Figures

1. Introduction

This element will cover housing issues including current conditions, affordable housing, special housing considerations, projected need, available capacity, and goals and policies to accommodate housing needs in the future. The City of Milton has historically been a small bedroom community with a history of larger lot development creating a lower density rural feel. Through the public participation process, one of the main concerns identified is maintaining the City's small town character; of which housing types play a large role.

The Housing Element is a required element under the State's Growth Management Act (GMA). Specifically the GMA requires:

> *A housing element ensuring the vitality and character of established residential neighborhoods that: (a) Includes an inventory and analysis of existing and projected housing needs that identifies the number of housing units necessary to manage projected growth; (b) includes a statement of goals, policies, objectives, and mandatory provisions for the preservation, improvement, and development of housing, including single-family residences; (c) identifies sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes, and foster care facilities; and (d) makes adequate provisions for existing and projected needs of all economic segments of the community.*

This element starts off by summarizing the main housing related issues identified during Comprehensive Plan update public participation efforts including online surveys and public meetings. This is followed by the Housing goals and policies addressing housing related issues in Milton, and how the City plans to meet the guidelines of the State GMA and applicable Countywide Planning Policies. These Goals and Policies are the City's legal framework to guide future decisions related to housing in the City of Milton.

This element concludes with a summary of existing housing stock and GMA related housing concerns. An analysis of the City's capacity is performed and compared to the City's anticipated growth targets over the next 20 years, to show the City's ability to accommodate its appropriate allocation of local and regional growth.

2. Major Issues, Concerns, and Citizen Input

The following are housing related issues identified through a visioning process, online surveys, public participation events, and public meetings:

- How will the City maintain its small town character while accommodating for projected growth?

- How can the City maintain and enhance neighborhood cohesiveness?

- Where are the most appropriate places for higher density and mixed-use type development, and how should it be designed and sited to accommodate and enhance the existing neighborhood character?

- How can the City encourage housing for all segments of the population including senior citizens, citizens with special needs, all generations and income levels?

- At what ratio should the City housing stock between housing types (single family, multi family, manufactured home park, and retirement facility) remain?

- Will the recent development of retirement facilities be able to provide a long-term tax base and support future needs of the City, such as schools?

- How can we encourage new development to blend into, and be consistent with, the existing neighborhood form and style?

All of these issues are part of the challenge surrounding housing in the City of Milton over the next twenty years. The continued growth of the Puget Sound region will undoubtedly have effects on the City of Milton. Nonetheless, effective growth management planning should permit such change to represent opportunities rather than constraints. The goals and policies adopted as part of Housing Element should maintain a strong relation to the issues that were raised during the public participation process.

3. Housing Goals & Policies

Goal 1 – The City shall ensure adequate housing for all current and future residents of Milton by achieving and maintaining a high quality residential housing stock.

Housing Policy 1.1 – The City will strive to set the conditions to encourage the development of a variety of housing types, including providing public facilities.

Housing Policy 1.2 – The City shall conserve its existing housing stock through such measures as code enforcement, appropriate zoning, participation in rehabilitation programs, and discouraging the conversion of housing to inappropriate nonresidential uses.

Housing Policy 1.3 – The City shall encourage the installation of appropriate supporting infrastructure in areas that are designated for higher density housing.

Goal 2 – Maintain the City's small town character and protect existing single-family neighborhoods.

Housing Policy 2.1 – The city's land use and housing plans should strive to maintain the predominantly single family residential character of Milton while ensuring adequate capacity to accommodate growth forecasts.

Housing Policy 2.2 – New development should be consistent with the character of existing neighborhoods.

Housing Policy 2.3 – The City shall encourage development of housing with a pedestrian orientation that promotes a sense of community and safety. This will ensure that residential neighborhoods are adequately buffered from noise, odors, and other environmental stresses.

Housing Policy 2.4 – The City will promote new residential development in the form of single-family homes, townhouses, duplexes, and accessory dwelling units around the Town Center area, at a density that will allow pedestrian access to commercial areas, employment, schools, services, and parks or recreational areas.

Housing Policy 2.5 – The City shall allow home occupations in residential areas where such home occupations or professions are incidental to the primary residential use and are conducted in a manner that does not change the

home's residential character.

Housing Policy 2.6 – Multi Family and mixed-use housing should be located in the areas that are most appropriate to handle the increase impact from higher densities.

Housing Policy 2.7 – New divisions of land should be laid out and designed in such a way as to preserve neighborhood cohesiveness and match the existing housing pattern.

Housing Policy 2.8 – Site and Building design for multifamily and mixed housing should be consistent with the neighborhood design and promote cohesiveness.

Housing Policy 2.9 – Continually investigate a variety of code amendments in order to protect the small town character and assure the development regulations implement the Comprehensive Plan.

Housing Policy 2.10 – Assure that site, landscaping, building, and design regulations create effective transitions between different land uses and densities.

Housing Policy 2.11 – The City should utilized available means including code enforcement and grant opportunities to protect neighborhoods from blight and dilapidation.

Goal 3 – Encourage the provision of a variety of housing types and densities, while recognizing the need for a range of affordable housing.

Housing Policy 3.1 – the City shall implement non-discriminatory zoning regulations for group homes, consistent with the Federal Fair Housing Act, so that different classes of group homes are permitted in appropriate residential neighborhoods.

Housing Policy 3.2 – the City's strategy for providing "affordable housing" shall rely on:

1. Protecting the quality of Milton's older neighborhoods to retain existing, affordable housing stock.
2. Allowing manufactured housing within single family neighborhoods.
3. Allowing manufactured home parks and multiple family developments in appropriate but limited areas.
4. Consideration of inclusionary or incentivized zoning techniques.
5. Encourage multi-family development in centers where urban services

currently exist.

Housing Policy 3.3 – The City will coordinate its affordable housing policy with the applicable affordable housing policies adopted by King County and Pierce County.

Housing Policy 3.4 – The City shall provide for accessory dwelling units in residential zones for low to moderate income, small family, single persons, or seasonal occupants, as long as the unit maintains the appropriate residential character and quality living environment.

Housing Policy 3.5 – The City should compile and make available housing and housing agency services information to assist low and moderate income families in finding adequate housing and to assist non-profit developers in locating suitable sites for affordable housing.

Housing Policy 3.6 – The City's development regulations should not unnecessarily add to housing costs.

Housing Policy 3.7 – The City should explore participation in State housing programs, such as the Housing Assistance Program and the State Housing Finance Commission's homeownership loan program, that facilitate home ownership by low and moderate income families.

Housing Policy 3.8 – Manufactured homes should be treated the same as stick build homes and be allowed in the same zones in which the City authorizes single family residential development.

Housing Policy 3.9 – Partnerships with United Way and other non-profit or religious entities should be explored to assist in low-income housing and people with housing crisis.

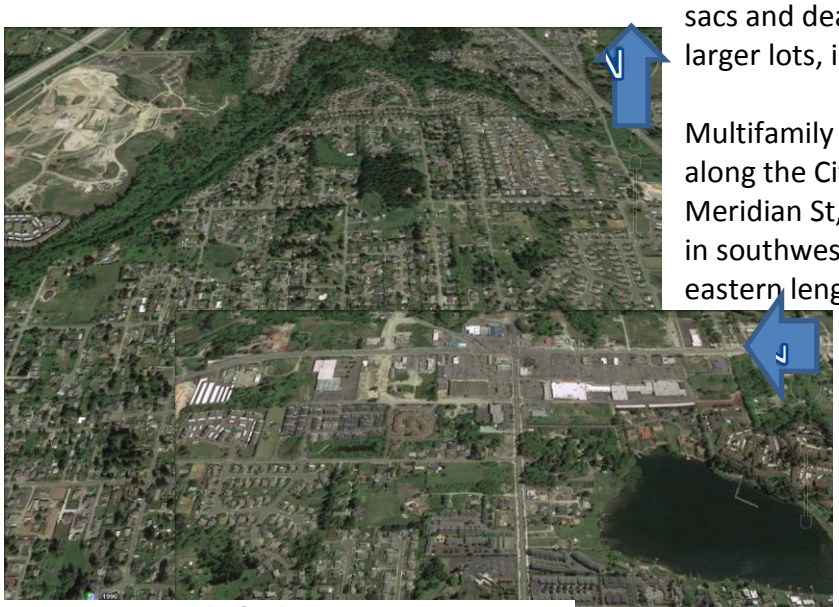
3. Analysis

A. Current Conditions

Single-family development has occurred uniformly around the City with densities increasing towards the center of the City near the intersection of Milton Way and Oak Street, along the eastern portion of Milton way leading up to the Meridian St corridor.

Map 1 - Housing pattern south of Milton Way

In general, the residential development pattern is laid out on a traditional grid system allowing for the efficient provision of public services and the promotion of cohesive neighborhoods. However, south of Milton Way, the development pattern has a tighter established street grid with common lot sizes and a distinct housing pattern of lots "double loaded" in a block. The north side of town is characterized by larger subdivisions, with cul-de-sacs and dead ends, with single-family homes on larger lots, interspersed within a larger street grid.



Map 2 - Housing pattern north of Milton Way

Multifamily development has occurred primarily along the City's eastern limits adjacent to, or near, Meridian St, with some multi-family also occurring in southwestern portion of the City and along the eastern length of Milton Way.

Map 3 - Housing pattern east of 23rd St.

As identified in the 2010 Census the overall condition of the occupied housing units in the City of Milton are generally good.

The 2010 Census provides certain measures of interior housing

conditions considered to be substandard. These conditions include a lack of complete plumbing, and/or kitchen facility, heating, and overcrowding. More than one of these conditions may occur in the same housing unit. A unit may also be considered substandard or dilapidated if the housing tilts, the foundation sags, the porch or chimney is collapsed, or fire damage exists.

The 2010 Census shows that virtually all of the City's housing units have complete plumbing facilities (98.4%), complete kitchen facilities (97.7%), and heating (99.6%). Approximately 48% of the City's housing units were built after 1980, with the remaining 52% being constructed prior to 1980.

Table 1 shows the existing ratio of housing types located within the City and the City's UGA.

TABLE 1
Number of Dwelling Units by Type

	Total Units	Single Family (includes duplexes)	Multi Family (3 or more units per structure)	Manufactured Home Park	Retirement Facility
Milton	3755	1838	1456	193	268
Milton PAA	517	463	54	0	0
Total of City and PAA	4272	2302	1510	193	268
% of Overall Total	100.0%	53.9%	35.3 %	4.5%	6.3%

Source: Parcel based GIS analysis

Table 2 shows the number of owner and renter occupied housing units in the City and the Counties.

TABLE 2
Number of Housing Units by Tenure

	Total Units	Owner Occupied	Renter Occupied	Vacant
Milton % of Total Units	3,081 100.0%	1,667 54 %	1,234 40%	180 6%
Pierce County % of Total Units	325,375 100%	189,080 58%	110,838 34%	25,457 8%
King County % of Total Units	851,261 100%	466,718 55%	322,514 28%	62,029 7%

Source: 2010 US Census

Table 3 below shows the number of Owner Occupied structures at specified value ranges as well as the median home value in the City and the Counties.

TABLE 3
Value of Owner Occupied Units

Owner-occupied units	1,706
Less than $50,000	49
$50,000 to $99,999	51
$100,000 to $149,999	41
$150,000 to $199,999	323
$200,000 to $299,999	825
$300,000 to $499,999	347
$500,000 to $999,999	70
$1,000,000 or more	0
Milton Median	$240,700
Pierce County Median	$251,400
King County Median	$388,700

Source: 2008-2012 American Community Survey

B. Population Demographics

The demographics associated with current residents within the City of Milton are fairly consistent with current trends within both King and Pierce Counties. The following tables outline the current demographics for residents in these areas.

TABLE 4
Population by Age, Milton, Pierce and King Counties

Age	Milton	% of Total	Pierce County	% of Total	King County	% of Total
0-19	1,807	26%	220,369	28%	461,892	24%
20-39	2,002	29%	221,078	28%	591,697	31%
40-64	2,325	33%	265,993	33%	666,981	35%
65+	1,314	14%	87,785	11%	210,679	11%
Total	6,968		795,225		1,931,249	
Median Age	**36.70**		**35.90**		**37.10**	

Source: 2010 Census Summary/Boyce 2012

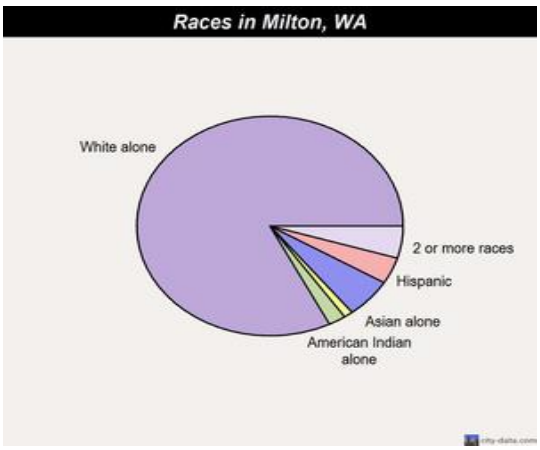
TABLE 5
Household Income for Milton and Pierce County

HH Income	Milton	% of Total	Pierce County	% of Total
Less than $20K	323	13%	46,986	18%
$20k-$59,999	1,335	55%	123,578	47%
$60k-$99,999	561	23%	63,123	24%
$100K+	188	8%	27,210	10%
Total	2,407		260,897	
Average Income	**$53,351**		**$54,972**	

Source: 2010 Census Summary/Boyce 2012

FIGURE 1
Ethnicity within the City of Milton

White alone - 5,745 (79.5%)
Asian alone - 554 (7.7%)
Two or more races - 383 (5.3%)
Hispanic - 267 (3.7%)
American Indian alone - 194 (2.7%)
Black alone - 61 (0.8%)



Source: City-Data.com

C. Affordable Housing

The Growth Management Act requires each county and city to identify sufficient land for housing, including but not limited to, government-assisted housing, low-income housing, manufactured housing, multifamily housing, group homes, and foster care facilities.

Generally speaking "affordable housing" means housing opportunities for which the rent or mortgage costs are limited to a certain percentage of household income. The City of Milton's median income in 2010 was $62,730. This compares to $59,105 in Pierce County and $71,175 in King County.

Pierce County, King County and the United States Department of Housing and Urban Development (HUD) all have standards related to affordable housing, and all view affordable housing through a slightly different, although relatively consistent lens.

Median is the numerical value separating the higher half, from the lower half of a data set. If all the numbers in a data set were placed in numerical order the **median** would be the one in the middle.

The United States Department of Housing and Urban Development identifies affordable as paying less than 30 percent of household income. Households that are paying more than 30% of household income for housing are "overpaying." Tables 6 and 7 below identify rent and housing costs as a percentage of gross household income.

TABLE 6
Gross Rent as a % of Household Income
for Households Paying Rent

Occupied units paying rent	1,281	% of Milton Households	Less than 30% Greater than 30%
Less than 15.0 percent	226	17.6	56.1
15.0 to 19.9 percent	159	12.4	
20.0 to 24.9 percent	212	16.5	
25.0 to 29.9 percent	123	9.6	
30.0 to 34.9 percent	223	17.4	43.8
35.0 percent or more	338	26.4	

Source: 2008-2012 American Community Survey

TABLE 7
Housing Cost as a % of Household Income
for Households with a Mortgage

Housing units with a mortgage	1,422	% of Milton Households	Less than 30% Greater than 30%
Less than 20.0 percent	314	22.1	53.7%
20.0 to 24.9 percent	296	20.9	
25.0 to 29.9 percent	152	10.7	
30.0 to 34.9 percent	182	12.7	46.3%
35.0 percent or more	478	33.6	

Source: 2008-2012 American Community Survey

Each County has a different process by which affordable housing should be addressed. This is adopted in the County's respective comprehensive plans, of which the applicable policies are listed below.

The King County Countywide Planning Policies regarding affordable housing state as follows:

> ***Overarching Goal:*** *The housing needs of all economic and demographic groups are met within all jurisdictions.*
>
> **H-1** Address the countywide need for housing affordable to households with moderate, low and very-low incomes, including those with special needs. The countywide need for housing by percentage of Area Median Income (AMI) is:
>
> 50-80% of AMI (moderate) 16% of total housing supply
> 30-50% of AMI (low) 12% of total housing supply
> 30% and below AMI (very-low) 12% of total housing supply
>
> **H-2** Address the need for housing affordable to households at less than 30% AMI (very low income), recognizing that this is where the greatest need exists, and addressing this need will require funding, policies and collaborative actions by all jurisdictions working individually and collectively.

The Pierce County Countywide Planning Policies regarding affordable housing state as follows:

> **AH-3**. The County, and each municipality in the County, shall encourage the availability of housing affordable to all economic segments of the population for each jurisdiction.

3.1 For the purpose of the Pierce County Countywide Planning Policies the following definitions shall apply:

3.1.1 "Affordable housing" shall mean the housing affordable to households earning up to 80 percent of the countywide median income.

3.1.2 "Low income households" shall mean households earning 80 percent or less of the countywide median income.

3.1.3 "Moderate income households" shall mean households earning 80 to 120 percent of the countywide median income.

3.1.4 "Special Needs Housing" shall mean supportive housing opportunities for populations with specialized requirements, such as the physically and mentally disabled, the elderly, people with medical conditions, the homeless, victims of domestic violence, foster youth, refugees, and others.

3.2 Affordable housing needs not typically met by the private housing market should be addressed through a more coordinated countywide approach/strategy.

3.2.1 Each jurisdiction may adopt plans and policies for meeting its affordable and moderate income housing needs in a manner that reflects its unique demographic characteristics, comprehensive plan vision and policies, development and infrastructure capacity, location and proximity to job centers, local workforce, and access to transportation.

3.3 It shall be the goal of each jurisdiction in Pierce County that a minimum of 25% of the growth population allocation is satisfied through affordable housing.

3.3.1 Jurisdictions with designated regional centers should consider incorporating affordable housing allocations as part of their adopted allocations for these centers.

3.4 Each jurisdiction should provide a sufficient supply of special needs housing opportunities that is equitably and rationally distributed throughout the County.

Table 8 below shows the household incomes for the City of Milton as well as King and Pierce County. This is further broken down to show the various income levels as a percentage of Milton's median household income.

TABLE 8
Household Income

Median Household Incomes			
Milton Median household income	$62,730		
Pierce County Median household income	$59,105		
King County Median household income	$71,175		
Household Income Levels	% of Milton Median income	Number of households	% of Households in each income level
Less than $10,000	(<16%)	67	2.2%
$10,000 to $14,999	(16-24%)	138	4.6%
$15,000 to $24,999	(24-40%)	235	7.8%
$25,000 to $34,999	(40-55%)	163	5.4%
$35,000 to $49,999	(55-80%)	470	15.7%
$50,000 to $74,999	(80-120%)	803	26.7%
$75,000 to $99,999	(120-160%)	408	13.6%
$100,000 to $149,999	(160-240%)	534	17.8%
$150,000 to $199,999	(240-318%)	117	3.9%
$200,000 or more	(>318%)	69	2.3%
Total	N/A	3,004	100%

Source: 2008-2012 American Community Survey

D. Special Housing Considerations

Housing units are generally thought of as consisting of traditional single family, and multifamily development. However, there are a number of special housing considerations that are not as clear cut as this. These generally include accessory dwelling units, adult day care and adult family home facilities, assisted living facilities, group homes, mobile home parks and manufactured homes.

All of these special housing types are currently authorized in the City of Milton, in appropriate areas. Manufactured homes are reviewed and approved the same as stick built single family homes when individually located on a single parcel; manufactured home parks are authorized on parcels of sufficient size.

The City of Milton currently has three senior housing facilities, comprising approximately 6.3% of the City's housing units.

E. Capacity, Allocation and Forecast Analysis

The housing capacity for the City is determined by analyzing three main variables:

- Vacant and underutilized land (through County Buildable Lands review)
- Density allowances for vacant and underutilized land (development regulations)
- Constraints on vacant and underutilized land (Assumptions based on observed local development patterns and development regulations)

As required by the GMA, Counties are required to create a buildable lands report. Specifically this report is required "*to determine if urban densities are being achieved within urban growth areas by comparing local planning goals and assumptions with actual development and determining if actual development is consistent with the comprehensive plan. It also determines if there is sufficient commercial, industrial and housing capacity within the adopted urban growth area to accommodate the county's twenty-year planning targets*."

Since the City of Milton is located in two counties, it participates in two buildable lands programs. The buildable lands process begins by identifying the vacant and underutilized land within the City limits. These areas were then adjusted based on observed development patterns, to obtain adjusted net acres available for development. Assumptions on future development were created, based on observed development patterns. The area available for development is then compared to the assumed densities per zone, in order to determine a capacity.

The analysis associated with each County's respective buildable lands report is being utilized by the City, to determine the City's housing unit capacity. This is then compared against the "allocation" ratified by each respective county by adoption of the County-Wide Planning Policies to show that the City can accommodate the required allocation.

The "allocation" the City of Milton is expected to accommodate is created at staff level by coordinating committees that are composed of planning staff from the respective cities and towns within the County as well as County staff. The Puget Sound Regional Council identifies the amount of growth each county is expected to accommodate for the next planning period, which is 2015 to 2035. The coordinating committees work together to determine how much growth should be allocated each City within the county. This process is designed to make sure that population is allocated consistent with the Countywide Planning Policies and Vision 2040. The allocations are the minimum requirements a jurisdiction must ensure that they have capacity to accommodate during the 20-year planning horizon. Determining if a jurisdiction has capacity is determined through the Buildable Lands Report which shows if a jurisdiction has capacity to meet the allocations. In Milton's case, the City was allocated a much smaller share of regional growth than is forecasted (from the Puget Sound Regional Council) based on regional growth patterns. As such, the allocation from the County cannot be accurately compared to the forecast from the Puget Sound Regional Council.

The "forecasted" population growth is created by the Puget Sound Regional Council. This process uses a model called the UrbanSim model, which looks as the City's development regulations, available land, and regional development trends. As mentioned above, the "forecast" by PSRC may be a more reliable expectation of forecasted growth than the "allocations" adopted in the CWPPs.

Since the City cannot accurately compare King and Pierce County Housing Unit allocations to the PSRC Forecast, these are split out and discussed separately below. The discussion below shows the City of Milton meeting the housing unit allocation for King and Pierce County, as well as the Population forecast created by PSRC.

Pierce County Housing Allocation

Below is the housing capacity, as identified in the 2014 Pierce County Buildable Lands Report. This table was created by the Pierce County Buildable Lands program, in consultation with its cities and towns. The complete analysis is contained in the 2014 Pierce County Buildable Lands Report. Table 9 and 10 below shows the outcome of the 2014 Buildable Lands Report which identifies the Pierce County portion of the City as having enough capacity to accommodate the Housing Unit allocation in the Pierce County Countywide Planning Policies.

Table 9 – Pierce County Buildable Lands: Housing Unit needs (2010-2030)

2010 Total Housing Units[1]	2030 Total Housing Units Needed[2]	Additional Housing Needed (2010-2030)	Displaced Units	Total Housing Units Needed
2,724	2,779	55	126	181

Table 10 – Pierce County Buildable Lands: Housing Unit Capacity

Zoning District	Adjusted Net Acres	Assumed Density	Unit Capacity	One Dwelling Unit per Vacant (Single Unit) Lot	Pipeline[1]	Housing Capacity
RS	83.30	3.25	271	32	25	328
RM	27.22	8	218	0	0	218
RMD	3.90	8	31	4	0	35
MX	2.65	8	21	0	0	21
					Total Housing Capacity	**602**

Based on Pierce County's analysis, the City of Milton maintains a 421 housing surplus once the total housing needs (181 housing units) is subtracted from the total housing capacity (602 units).

King County Allocation

The 2014 King County Buildable Lands Report utilized an abridged version of the buildable lands update for smaller cities like Milton.

In doing this, it was first determined that development regulations had not been drastically changed since the last report was completed in 2006.

It was then determined how many new homes were built in the King County portion of Milton. The capacity and target contained in the 2006 report was then modified to reflect the changes in the reporting period.

Table 11 below shows the outcome of the 2014 King County Buildable Lands Report which identifies the King County portion of the City as having enough capacity to accommodate the Housing Unit allocation in the King County Countywide Planning Policies.

TABLE 11 – King County Buildable Land Analysis		
Growth Target Update, 2006 to 2012		
Housing Growth Target (2006-2031)		**50**
Housing Unit Change: 2006-2012		
Net New SF Units Permitted	2	
Net New MF Units Permitted	30	
Net New Units, Annex Area	0	
Net New Units (2006-2012)	**32**	
Plus Annexation Area Target	0	
Net Adjustment to Target	**32**	
Net Adjustment to Target		**(32)**
Remaining Target (2012-2031)		**18**

Housing Capacity (units, 2006)		**420**
Less 2006 - 2011 Units Permitted		**-32**
Total Capacity (units, 2012)		**388**
Remaining Housing Target (2012-2031)		**18**
Surplus/Deficit Capacity		**370**

~~Puget Sound Regional Council~~Population and Housing Forecasts

The Puget Sound Regional Council produces forecasts and projections of future growth in households and employment~~provides two data sets for Cities to use in updating their comprehensive plans.~~ The Land Use Vision dataset, which is based on county adopted growth targets and the Regional Growth Strategy in VISION 2040, is most applicable to local comprehensive planning.~~The first data set utilizes the numbers from the adopted Countywide Planning Policies.~~ As mentioned above, these numbers only identify the City's "allocation" under the Countywide Planning Policies for each County. ~~The other data set produced by the~~

~~PSRC is a regional growth forecast. This data is created by looking at the City's development regulations, underutilized land, and regional development trends to create a "forecast" for regional growth.~~

Table 12 below shows a projection of future population years 2025-2040 prepared by the City of Milton using a linear growth model assuming a consistent growth trend of that seen between the years 2000-2017 based on OFM estimates.[1] Household growth forecasts for the years 2025-2040 are provided by PSRC using their Land Use Vision dataset. PSRC does provide the City with a projection of population growth based on their household forecasts, assigning a household size to the City's household forecasts that shows a sharp decrease in the number of people living in each household, consistent with their assumptions at a regional level (over the next twenty years, people will be having less children and fewer people will be occupying each household). The forecasted housing growth targets prepared by PSRC are useful for determining transportation impacts at a regional level as it is anticipated that in the planning horizon people will use other modes of transit or commute less (telecommute). However, future population projections assist the City in planning for demand for local services, and thus a more realistic projection is necessary. As such, the City has opted to create a population projection consistent with previous growth trends. These data sources are denoted below as footnotes to Table 12, and it should be cautioned not to use these figures too comparatively, due to the differing methodology in their preparation.

~~Table 12 below identifies the forecast created by the PSRC which is the population the City of Milton has adopted for the 2035 growth target. According to this table, the City will need to accommodate 1,619 additional people by the year 2035.~~

Table 12 Population and Households

Year	1990[1]	2000[1]	2010[1]	2011[2]	2012[2]	2013[2]	2014[2]	2025	2030	2035	2040
Population	4,995	5,795	6,968	6,975	6,985	7,185	7,265	8,628[3]	9,187[3]	9,747[3]	10,307[3]
Households		2,197	2,988				3,041	3,544[4]	3,557[4]	3,553[4]	3,549[4]

[1] Decennial Census
[2] Washington Office of Financial Management (OFM) Estimate
[3] City of Milton Population Projection
[4] Puget Sound Regional Council (PSRC)—Land Use Vision dataset, Fall 2017

~~Table 12 – Population Forecasts~~

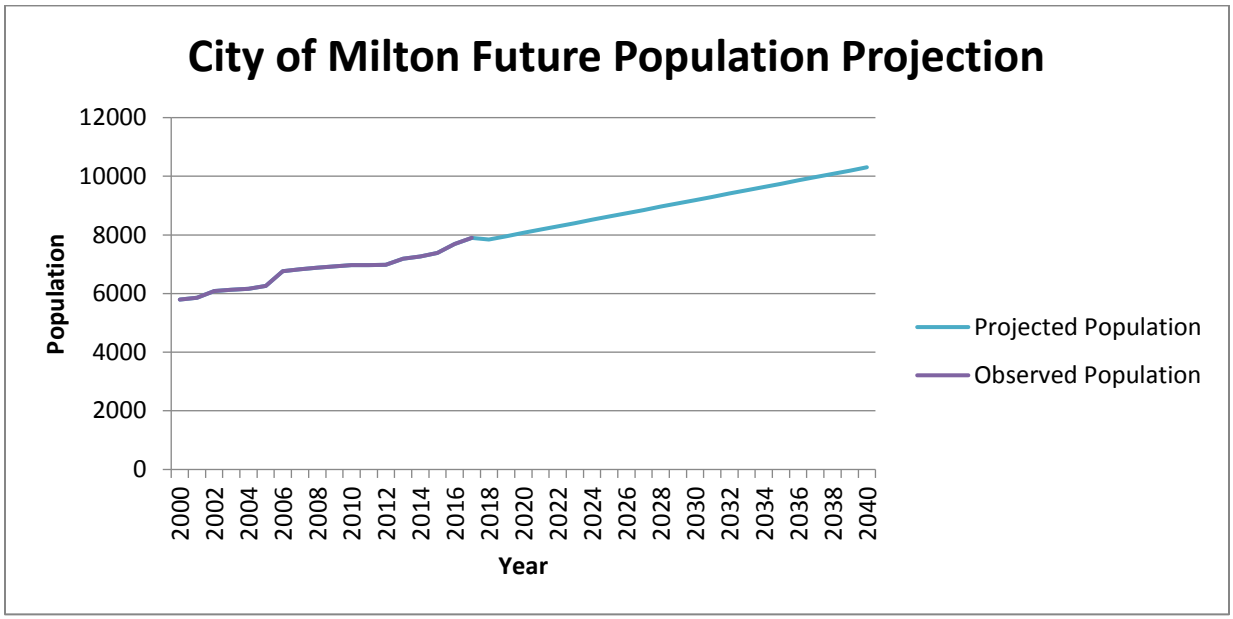
	~~2000*~~	~~2010*~~	~~2014**~~	~~2020***~~	~~2030***~~	~~2035***~~	~~2040***~~
~~Population~~	~~5795~~	~~6968~~	~~7265~~	~~7452~~	~~8434~~	~~8884~~	~~9335~~

[1] The City of Milton amended its Comprehensive Plan in December, 2017, to resolve its Comprehensive Plan certification through PSRC. As such, additional data available from the Office of Financial Management (OFM) was available to inform its population projection.

~~* Decennial Census~~

~~**Office of Financial Management official estimate~~

~~*** PSRC Forecast~~



According to this table, the City may need to accommodate 2,482 additional people by the year 2035, assuming population growth trends continue. According to the 2000 and the 2010 Census the City's occupied households contained 2.39 (2000), and 2.4 (2010) people per household. The 2000 and 2010 census also identified a vacancy rate of 4.5% (2000) and 5.8% (2010). According to table 10 and 11 above, the City has the Total capacity for 990 (Pierce and King County combined) homes. By averaging the vacancy rates identified for years 2000 and 2010 above (5.15%) and multiplying this by the total housing capacity of 990, it is estimated that Milton can provide for 939 occupied dwelling units. With each occupied dwelling unit containing an average of 2.4 people per household, the City ~~can~~ may accommodate 2,254 additional people, which is ~~greater~~ less than the ~~expected~~ projected population growth of ~~1,619~~2,482 ~~(PSRC)~~ in the 20-year planning horizon between 2015 and 2035. This is noted for a specific reason: users of this comprehensive plan should understand the reliability and the limitation of population projections. Population projections for smaller population groups (such as cities) are less accurate than those at the regional or state level, because errors at the city level tend to cancel each other out when aggregated to regions or states. Population projections for longer time periods (such as this planning horizon of two decades) are also less accurate because of the compounding effects of incorrect assumptions over times, and short term changes in economic factors that are hard to predict or quantify (such as the recent recession).

Element 04 – Transportation

Table of Contents

List of Tables:

List of Maps:

1. Introduction

This element will cover issues related to transportation in the City of Milton. This includes a review of the existing transportation system, analysis of transportation needs, and an identification of future transportation system improvements. The Transportation Element includes all modes of travel — auto, truck, bicycle, bus, and pedestrian.

In 2002, the City adopted its initial Transportation Element, which covered the 2001-2021 planning horizon. This update to the Transportation Element documents the changes that have occurred since 2001 and updates the analysis to create a transportation plan for the City growth over the next 20 years (2014-2035). This update analyzes the existing operation of the transportation systems, forecasts the future travel demand, and identifies the transportation improvements needed to address safety and accommodate future growth, and to create a transportation system that meets the needs and expectations of the community.

The Transportation Element is a required element under the State's Growth Management Act (GMA). The GMA outlines specific requirements for the Transportation Element of a city's comprehensive plan. It calls for a balanced approach to land use and transportation planning to ensure that a city's transportation system can support expected growth and development. In addition, it mandates that capital facilities funds be adequate to pay for any necessary improvements to the transportation system. Finally, the City must adopt specific standards for the acceptable levels of congestion on its streets; these standards are called level of service (LOS) standards.

Other legislative requirements addressed by the Transportation Element include the Pierce County and King County Countywide Planning Policies, the 1991 Commute Trip Reduction Act, the Americans with Disabilities Act (ADA) and the 1990 federal Clean Air Act Amendments. Each of these laws emphasizes closer coordination between a jurisdiction's land use planning and its approach to transportation planning.

2. Major Issues, Concerns, and Citizen Input

In creating the future plans and policies identified in this element the following list of issues were identified through a visioning process, online surveys, public participation events, and public meetings;

- How can the City make its adopted community Vision a reality?
- How will the proposed regional projects, including the extension of SR 167 connecting to I-5 along Milton's border, affect traffic in the City of Milton?
- How and where should the City provide new pedestrian facilities and encourage the development of walkable, pedestrian engaging environments?
- How can we improve conditions of the existing transportation infrastructure?
- How can local and regional transit services be improved?
- What can the City do to encourage transit agencies to provide increased service within the City?
- What can the City do to encourage transit agencies to provide increased service within the City?
- How can we support bicycle travel and what kind of bicycle facilities will best serve the needs within Milton?
- The recent widening of Meridian Avenue E has changed the street to a 5-lane highway. How will this change travel patterns and land use in the City, and how can the City utilize this change in a positive way?

All of these issues are part of the challenge in planning the transportation system for the City of Milton over the next 20 years.

3. Transportation Goals & Policies

The transportation goals and policies directs the development of the transportation system by establishing the transportation vision for Milton, identifying the priority of transportation improvements, providing guidance for decision-making, and ensuring consistency with regional planning goals.

TRANSPORTATION GOALS

Goal TR 1 **The City shall ensure that transportation facilities and services, needed to support development, are available concurrently with the impacts of such development in order to protect investments in existing transportation facilities and services, maximize the use of the facilities and services, and promote orderly compact growth.**

Pol. TR 1.1 To maintain its existing rural and small town character and to maintain the performance of arterial and transit routes, Milton adopts a Level of Service D for intersections inside the City.

Pol. TR 1.2 The City shall not issue development permits where the project requires transportation improvements beyond the scope of the City's 6-year Transportation Improvement Plan to maintain the adopted level of service standards. A developer may provide for needed improvements in transportation facilities and/or services. A developer may also provide strategies to mitigate impacts of their development provided that these strategies are consistent with the City's goals and objectives.

Pol. TR 1.3 The City shall produce a financially feasible plan in the Capital Facilities Element demonstrating its ability to achieve and maintain adopted levels of service. The City shall adopt its Six-Year Transportation Improvement Program (TIP) as a part of this plan and annually update it in accordance with the policies of this plan and GMA.

Pol. TR 1.4 The City, consistent with its Municipal Code, shall apply a functional street classification system to its entire roadway network. The classification system should reflect federal, state, and regional classification system designations as appropriate.

Pol. TR 1.5 The City will coordinate with the appropriate agencies to ensure the efficient movement of goods to serve local and regional markets.

Pol. TR 1.6 New development shall be allowed only when and where all transportation facilities are adequate at the time of development, or unless a financial commitment is in place to complete the necessary improvements that will mitigate the development's impacts within six years.

Pol. TR 1.7 The City shall require developers to construct streets directly serving new development, and frontage improvements including street widening, landscape buffers, sidewalks, and

bicycle facilities as defined by the City's Comprehensive Plan. Developers will be required to conduct traffic studies to determine the impacts of their developments on traffic in the City and pay a fair-share fee for specific off-site improvements needed to mitigate the impacts of their development.

Pol. TR 1.8 The City shall coordinate land use and public works planning activities with an ongoing program of long range financial planning, in order to conserve the fiscal resources available to implement the TIP.

Pol. TR 1.9 The City shall prioritize the funding of maintenance and safety improvements for existing streets and the completion of the existing grid system above the creation of new roads.

Pol. TR 1.10 The City shall implement a level of service reassessment strategy in the event of a funding shortfall. This strategy will (in the following order):

(1) seek additional methods of funding,
(2) explore alternative, lower-cost methods to meet level-of-service standards (e.g., transportation demand management, public transit or another project),
(3) reduce the types or size of development, and
(4) reevaluate the established level of service standards to determine how they might be adjusted.

Pol. TR 1.11 The City's Street Design Standards should be revised to establish and designate appropriate street sections consistent with the Comprehensive Plan, Uptown District Design Standards and Guidelines, the City Vision, and other planning documents.

Goal TR 2 Coordinate with regional transportation entities to ensure maximum connectivity between regional transportation systems and the City of Milton.

Pol. TR 2.1 The City shall coordinate with Pierce and King Counties and adjacent cities regarding vehicle level of service standards.

Pol. TR 2.2 The City shall follow WSDOT the level of service standards for SR 99 and I-5 facilities as per RCW 47.06.140(2).

Pol. TR 2.3 The City should actively solicit action by the State and Pierce and King Counties to program and construct those improvements to State and County arterial systems that are needed to maintain the level of service standards adopted by the City of Milton.

Goal TR 3 Maintain an environmentally sustainable transportation system that preserves sensitive habitat, protects natural resources and meets air quality requirements.

Pol. TR 3.1 Ensure that the City's transportation system preserves existing habitats and requires enhancement of disrupted habitats.

Pol. TR 3.2 The City shall explore ways to encourage vanpooling, carpooling, public transit use, and other alternatives and strategies to reduce single occupant vehicle travel. The City shall work with developers in establishing Transportation Demand strategies where possible to alleviate and reduce traffic congestion.

Pol. TR 3.3 City shall design its transportation facilities to meet air quality goals, reduce greenhouse gas emissions, promote energy-efficiency, and support clean transportation technologies.

Pol. TR 3.4 New transportation facilities should be designed in a manner that minimizes impacts on natural drainage patterns and soil profiles.

Pol. TR 3.5 The City should encourage all major employers to implement programs to reduce the number of employees commuting by single occupancy vehicles through transportation demand management strategies including but not limited to preferential parking for carpools/vanpools, alternative work hours, bicycle parking, and distribution of transit and ridesharing information.

Pol. TR 3.6 Transportation facilities and services should be sited, designed, and buffered (through extensive screening and/or landscaping) to fit in harmoniously with their surroundings. When sited within or adjacent to residential areas, special attention should be given to minimizing environmental, noise, light, and glare impacts.

MULTI-MODAL GOALS AND POLICIES

Goal MM 1 The City shall strive to develop, maintain, and operate a balanced, flexible, safe, and efficient multi-modal transportation system to serve all persons, special needs populations and activities in the community.

Pol. MM 1.1 The City's Street Design Standards should facilitate the development of a multi-modal transportation system on city streets. Future revisions to these standards should support the development of pedestrian and bicycle facilities.

Pol. MM 1.2 The City shall encourage the implementation of measures that will relieve pressures on the existing transportation infrastructure, including:

a. multi-modal transportation alternatives;
b. land use coordination;
c. prioritized improvements;
d. park-and-ride lots.

Pol. MM 1.3 The City shall encourage the integration, coordination, and linkage of the connections and transfer points between all modes of transportation.

Pol. MM 1.4 The City shall work with local and regional transit agencies to provide transit service that links Milton with surrounding communities, regional rail transit, and major employment and commercial centers in the region.

Pol. MM 1.5 The City shall minimize potential conflicts between bicycle and automobile traffic by providing signage, signals and other appropriate treatments at the intersections of bicycle trails and roadways.

Pol. MM 1.6 The City shall encourage the location of bicycle racks at appropriate destination points, such as outside of commercial businesses, City Hall, parks, schools, and transit facilities.

Pol. MM 1.7 The City shall provide and promote the development of a comprehensive network of pedestrian and bicycle facilities that link neighborhoods with activity centers (e.g. schools, parks, transit, trails, and commercial uses) and adjacent jurisdictions.

Pol. MM 1.8 The City shall coordinate the development of its non-motorized facilities with adjacent jurisdictions to ensure an efficient, continuous, regional network.

Pol. MM 1.9 The City shall include the need to accommodate safe transportation by bicycles in its management and design of the City street network, including designating bicycle routes throughout the City.

Pol. MM 1.10 The City shall support coordination with King County and Pierce County for the continued development, enhancement and completion of the Interurban Trail.

Pol. MM 1.11 The City shall support coordination with transit agencies such as Pierce Transit, Sound Transit, and King County Metro in developing connecting and complementary transit service.

Pol. MM 1.12 The City should support the improvement of paratransit services.

Pol. MM 1.13 The City should support the development of non-motorized connections and marked roadways that link the Interurban Trail with the City's other resources such as schools and commercial areas.

Pol. MM 1.14 Milton Way should be designed and developed to create an east-west bike/pedestrian corridor and draw traffic into the Town Center Special Planning Area.

Pol. MM 1.15 The City shall establish distinct gateways along Milton Way, Meridian Avenue E, and Pacific Highway E.

PEDESTRIAN GOALS AND POLICIES

Goal PED 1 The City should recognize pedestrian movement as a basic means of circulation and assure adequate accommodation of pedestrian and handicapped persons needs in all transportation policies and facilities.

Pol. PED 1.1 The City shall require developers to include pedestrian sidewalks, and encourage walking trails and paths, in new plats either by constructing the improvements or paying a fee-in-lieu when construction of frontage improvements are not practical at time of development.

Pol. PED 1.2 The City shall strive to improve pedestrian facilities along high-priority pedestrian routes. Efforts should include additional or improved sidewalks and pedestrian paths where appropriate and feasible.

Pol. PED 1.3 The City shall establish public facilities and amenities such as sidewalks, trails, and streetlights to provide a healthy family environment within the community.

Pol. PED 1.4 The City will improve pedestrian amenities through public improvements, street standards, and development standards. Within the Uptown District, this includes the development of a district-wide integrated walking system that provides frontage improvements, through-block connections, and pedestrian walkways meeting the Uptown Design Standards and Guidelines.

Pol. PED 1.5 The design and management of the street network shall seek to improve the appearance and safety of existing street corridors and shall incorporate high standards of design when developing new streets, including the construction of sidewalks. Where appropriate, landscape measures should be implemented to enhance the appearance of city street corridors.

Pol. PED 1.6 Whenever the City contemplates reconstruction or major maintenance work on a City street lacking pedestrian facilities, the ability to provide pedestrian facilities at that time should be fully explored.

PARKING GOALS AND POLICIES

Goal PK 1 The City shall ensure adequate parking in commercial areas in order to support economic growth, while maintaining consistency with roadway design and pedestrian circulation goals.

Pol. PK 1.1 On-street parking shall be encouraged in the Town Center, consistent with the City Vision, in order to form a buffer between pedestrians and street traffic, reduce the speed of traffic, and provide for short-term parking needs.

Pol. PK 1.2 The City will explore alternative methods to ensure the presence of adequate parking for new and existing commercial and residential development in the Town Center Special Planning Area, while seeking to reduce the amount of parking provided by individual developments. This includes a mix of on-street and shared parking areas and the designation of short-term and long-term parking controls that support adjacent development.

Pol. PK 1.3 The Uptown District should emphasize parking behind storefronts, on-street parking, and landscaped buffering, consistent with the City's vision.

TRANSPORTATION GOALS AND POLICIES RELATED TO LAND USE

Goal TL 1 The City shall actively influence its future character by managing land use change and by developing City facilities and services in a manner that directs and controls land use patterns and intensities.

Pol. TL 1.1 The City shall coordinate land use planning with the development of transportation facilities and services. The City shall adopt procedures that encourage the use of the Land Use Element of this Plan and other planning documents in planning future facilities.

Pol. TL 1.2 The City shall evaluate the impact of land use decisions on the transportation system. Likewise, transportation improvements should support the adjacent land uses and proposed land use densities.

4. Existing Conditions Analysis

This section presents an assessment of the existing transportation conditions in the City of Milton. The existing conditions analysis describes the transportation system and conditions as it exists today.

Under existing conditions, the transportation system is divided into two main categories: Motorized Transportation, which includes automobile, freight and transit travel and Non-Motorized Transportation, which includes pedestrian, bicycle and equestrian travel. These two transportation systems are not exclusive, and often motorized and non-motorized facilities are built within the same right-of-way or share the paved width of a roadway.

Existing Motorized Transportation

The City of Milton's roadway system is made up of a collection of public and private streets, along with state and federal highways. Interstate 5 runs north-south through the city, separating commercial areas along Pacific Highway E (SR 99) from primarily residential areas to the east. Meridian Avenue E (SR 161) forms the east boundary of the city limits, separating the City of Milton and the City of Edgewood. Milton Way and Taylor Street are the primary east-west connections through the city.

Street Classification

The City of Milton uses a functional street classification system to describe its street network as shown in Table 1 and Map T-1. The functional classification ranks each of the streets based on the facility's speed, volume, and access to adjacent property. For example, Principal Arterials, such as Meridian Avenue E and Pacific Highway E serve all types of local and regional traffic including freight, have less access to adjacent land uses, and typically allow higher speeds. Minor Arterials, such as Milton Way and Porter Way, provide both local connections and serve through traffic. Collector Streets, such as 23rd Avenue and Taylor Street, provide connections between neighborhoods. Finally, Local Streets provide direct access to adjacent properties.

Table 1. Functional Street Classification Types and Examples

Street Classification	Description	Examples
Principal Arterials	Carry high volume of traffic and provide for regional and local mobility. These facilities are typically designed for higher speeds with reduced access to adjacent property.	Meridian Avenue E (SR 161) Pacific Highway E (SR 99)
Minor Arterials	Accommodate both local and through traffic, connecting between principal and collector streets. Minor arterials typically have a moderate degree of access, and lower travel speeds.	Milton Way (Porter Way to Meridian Ave E) Porter Way (Pacific Hwy E to Milton Way)
Collector Streets	Provide for movement through neighborhoods, connecting arterials to local streets. Collector streets typically have low volumes, low speeds and carry little through traffic.	23rd Avenue (Milton Way to Taylor Street) Porter Way (Milton Way to Taylor Street)
Local Streets	Are all roads not defined as arterials or collectors. Their primary role is to provide direct access to adjacent property and	Alder Street Juniper Street 10th Avenue

	these are the lowest volume and the lowest speed facilities.	

State Highways

There are three state-owned facilities that run within the City of Milton's boundaries. These include the following:

- Interstate 5 is a limited-access highway connecting major centers.
- SR 99 (Pacific Highway E) runs along the west side of the City
- SR 161 (Meridian Avenue E) runs north-south along the east side of the City.

SR 99 and I-5 are classified by the State as Highways of Statewide Significance. SR 161 (Meridian Avenue E) is classified by the Puget Sound Regional Council (PSRC) as a Highway of Regional Significance. For SR 99 and I-5, WSDOT has set a LOS D standard, and for SR 161, PSRC - in consultation with WSDOT - has set a LOS D standard.

Roadway Characteristics

Within the City, the highest volume streets are principal arterials such as Pacific Highway E and Meridian Avenue E. These corridors serve both local and regional needs and have average weekday traffic volumes greater than 15,000 vehicles. Other high volume corridors include the minor arterials, such as Milton Way, that feed the principal arterials or provide connections to adjacent cities. Table 2 summarizes the characteristics of the major streets in Milton. The table lists the functional classification, number and width of the lanes, as well as descriptions of the road's shoulder treatment, speed limit and average weekday traffic volumes.

Table 2. Inventory of Major Streets

Street Name	Section	Functional Classification	# of Lanes	Lane Width (ft)	Shoulder Treatment	Speed Limit	Daily Traffic
Pacific Highway E (SR 99)	70th Ave E to King/Pierce County Line	Principal	4 or 5	12	Paved	45	19,000
Meridian Ave E (SR 161)	36th Street to Meridian Ave E	Principal	2 or 3	12	Sidewalk / Paved	40	24,000
Milton Way	20th Street to Meridian Ave E	Minor	2 or 3	12	Sidewalk / Paved	35	11,000
Military Road	Meridian Ave E to City Limits	Minor	2	12	Minimal / Paved	35	8,000
Porter Way	Pacific Hwy E to 5th Avenue	Minor	2	12	Minimal / Paved	35	4,600
Emerald Street	11th Ave to 23rd Avenue	Collector	2	11	Minimal / Gravel	25	900
11th Avenue	Emerald Street to Oak Street	Collector	2	11	None	25	750
15th Avenue	Alder Street to Yuma Street	Collector	2	12	Some Paved East Shoulder, Other Minimal Gravel	25	650
19th Avenue	Alder Street to Milton Way	Collector	2	11	Minimal Gravel	25	2,100
23rd Avenue	Alder Street to Taylor Street	Collector	2	8-11	Sidewalk / None	25	1,000

27th Avenue	Alder Street to Milton Way	Collector	2	8-10	None	25	1,800

Existing Operations

Traffic operations are typically analyzed during the busiest hour of the street system, when traffic volumes are at peak levels. In Milton, the PM peak hour of traffic operations corresponds with the evening commute, which typically falls between 4:00 and 6:00 in the afternoon.

The analysis evaluates the PM peak hour traffic operations using intersection level of service (LOS), which is a measure of the average delay experienced by vehicles traveling through an intersection. Table 3 defines the level of standards for intersections. The City of Milton has adopted a standard of LOS D or better for evaluating its transportation system. Intersections that fail to meet the standard are considered deficient and require improvements or modifications to meet the standard.

Table 3. Intersection Level of Service Definitions

LOS	Signalized Intersection	Unsignalized Intersection	Definitions
A	≤10 seconds	≤10 seconds	Free-flow conditions with minimal delays at intersection.
B	10–20 seconds	10–15 seconds	Stable operating conditions with minor delays at intersection.
C	20–35 seconds	15–25 seconds	Stable operating conditions with moderate delays at intersections.
D	35–55 seconds	25–35 seconds	Stable traffic flow with increased delays at intersections.
E	55–80 seconds	35–50 seconds	Near capacity with longer delays at intersections.
F	≥80 seconds	≥50 seconds	Over capacity with long delays at intersections.

The analysis shows that during the PM peak hour, all intersections operate at LOS D or better for existing conditions. The existing traffic analysis includes the completion of the Meridian Avenue E widening and traffic signals at Emerald Street and Taylor Street. Table 4 and Map T-2 summarize the existing LOS at key intersections within Milton.

Table 4. Intersection Level of Service – Existing PM Peak Hour Conditions

North/South Street	East/West Street	Traffic Control	Existing LOS
70th Avenue E	Pacific Highway E	Signal	C
Pacific Highway E (SR 99)	Porter Way	Signal	C
5th Avenue	Porter Way	Stop-Controlled	C
Porter Way	Kent Street	Stop-Controlled	B
Porter Way	Fife Way	Stop-Controlled	B
Milton Way	20th Street E	Signal	C
Milton Way	Fife Way	Stop-Controlled	C
Porter Way	Milton Way	Signal	C
11th Avenue	Milton Way	Stop-Controlled	C
15th Avenue	Milton Way	Stop-Controlled	C
15th Avenue	Taylor Street	Stop-Controlled	B
19th Avenue	Emerald Street	All-Way Stop	A
19th Avenue	Milton Way	Signal	B
23rd Avenue	Emerald Street	All-Way Stop	A
23rd Avenue	Milton Way	Signal	B
23rd Avenue	Taylor Street	Stop-Controlled	B
27th Avenue	Alder Street	Stop-Controlled	A
27th Avenue	Milton Way	Signal	C
28th Avenue	Meridian Avenue E	Signal	B
28th Avenue	Alder Street	Stop-Controlled	A
28th Avenue	Milton Way	Signal	B
Meridian Avenue E (SR 161)	Military Road S	Signal	B
Meridian Avenue E (SR 161)	Emerald Street	Signal	C
Meridian Avenue E (SR 161)	Jovita Boulevard	Stop-Controlled	B
Meridian Avenue E (SR 161)	Milton Way	Signal	C
Meridian Avenue E (SR 161)	Taylor Street	Signal	A

While the analysis focused on the PM peak hour, congestion can occur during other times of day. During the AM peak hour, the intersection of Pacific Highway E/Porter Way experiences long delays associated with westbound queuing.

Transit Service

Pierce Transit provides a variety of transit services that connect Milton to nearby communities and regional destinations. Map T-3 shows the transit services in Milton, which include:

Route 501 runs along Milton Way connecting the City of Milton to the Commerce Street Transit Center in Downtown Tacoma, Tacoma Dome Station, City of Fife, and Federal Way Transit Center. Service is provided hourly on weekdays and is limited to a few morning and evening runs on weekends.

Route 402 runs along Meridian Avenue E from 171st Street E in Puyallup to the Federal Way transit center. Route 402 provides service once an hour from early morning until late evening, in both north and southbound directions. This route connects between Milton and the Puyallup Sounder Commuter Rail Station.

Route 500 travels along Pacific Highway E at the western edge of the City, providing transit service from downtown Tacoma to the SeaTac Mall in Federal Way. This route runs approximately every 30 minutes, from early morning until late evening in both north and southbound directions

The City of Milton's planning area does not have any designated park and ride lots. The nearest park and ride lots are located at the Tacoma Dome Station and at the South Federal Way Park and Ride lot.

In addition, Pierce Transit provides paratransit service for those with special physical needs as a dial-a-ride program for destinations within three-quarters of a mile of regular routes. The service requires pre-certification of a disability to be eligible.

Freight Network

The City has designated Milton Way as a truck route from 20th Street E to Meridian Avenue E. Pacific Highway E and Meridian Avenue E serve as Milton's north-south freight corridors. Trucks also use arterial roadways that connect to industrial and commercial areas.

WSDOT classifies streets based on the tonnage of freight carried annually from T1 to T5. According to the WSDOT *2013 Freight and Goods Transportation System* report, Pacific Highway E is classified as a T-2 roadway (4 million to 10 million annual tons). Meridian Avenue S, Porter Way (north of Milton Way) and Milton Way (west of Porter Way) are classified as T-3 roadways (300,000 to 4 million annual tons). Milton Way (east of Porter Way) is classified as a T-4 roadway (100,000 to 300,000 annual tons). The City designs these streets to meet the expected levels of freight traffic.

Existing Non-Motorized Transportation

Non-motorized transportation is most commonly defined by the bicycle and pedestrian network, but can consider the needs of equestrians, wheelchairs, strollers, and other non-motorized users. Most facilities are located within the roadway right-of-way, but can also include separated trails, pathways and other facilities.

Pedestrian Network

The City of Milton roadway network has developed over time, resulting in a variety of pedestrian facilities. In the older neighborhoods of the city, pedestrians walk on the shoulder or even share the travel way with vehicle traffic. In newer residential areas, there are often stretches of sidewalk as a result of frontage improvements installed as part of a housing or commercial development. Sidewalks and crosswalks are most often found in the city's commercial areas, and near parks, community facilities and schools. The Interurban Trail runs through the west and north sections of the city and provides a connection between neighborhood areas and will become part of the regional non-motorized trail system.

Map T-4 shows the location of pedestrian sidewalks and walkways.

Bicycle Network

The City of Milton's Interurban Trail provides a multi-use trail through the city, connecting Milton's neighborhoods together and improving connections to Fife and Edgewood. Throughout Milton, bicyclists today share the roadway with vehicle traffic, favoring lower volume streets to connect between destinations.

King County and Pierce County have developed regional non-motorized maps to encourage bicycle activity and use. The *King County Bike Map* (2010) identifies the type of bicycle facility, ranging from regional trails to shared roadways. Similarly, the *Pierce County Bike Map* (2013) provides information about potential routes for bicycling within Pierce County. These maps provide information about commonly used routes that connect between communities and destinations.

These regional maps, the existing and planned bicycle facilities for the cities of Edgewood, Fife and Federal Way, and the location of bicycle destinations (schools, trails, parks and retail areas) were used as inputs into the planning for bicycle travel in the City of Milton.

5. Future Conditions Analysis (2035)

This section identifies the future transportation needs for the City of Milton in order to accommodate increased travel demands resulting from population and employment growth, retail development and regional traffic. The analysis provides a forecast of 2035 traffic growth, characterizes future traffic operations, identifies non-motorized needs, and recommends a list of transportation system improvements.

Population, Households and Employment Changes

The City's future transportation system will be affected by population and employment growth, both at the local and regional level.

The City of Milton has a role in the regional growth strategy identified by the Puget Sound Regional Council (PSRC) to accommodate its share of growth as a Small City envisioned in the PSRC's *VISION 2040 Regional Growth Strategy*. The city also has the responsibility under the GMA to plan for land use and transportation consistent with growth targets adopted in King and Pierce counties. Table 5 shows the 2014 and 2035 population, housing and employment forecasts used in the transportation analysis. Estimated future conditions are derived from the PSRC Land Use Baseline forecast. Growth in households and jobs, the most important determinant of travel demand, as reflected in this forecast, is generally consistent with the housing and employment targets for the 20-year planning period. ~~:~~

Table 5. 2014 and 2035 Population, Households and Employment

Category	2014	2035
Population	7,265[1]	~~8,884~~9,747[2]
Households	~~3,299~~3,041[1]	~~3,603~~3,5535[3]
Employment	2,413[3]	3,312[3]

~~Source:~~

[1] Washington Office of Financial Management (OFM) Estimate

[2] City of Milton Population Projection

[3] Puget Sound Regional Council

Planned Regional Projects

Forecasted region-wide population and employment growth will increase traffic volumes throughout the region. The City has worked with the Washington State Department of Transportation (WSDOT), Sound Transit, Pierce County, King County and adjacent cities to plan for future regional improvements to the transportation system. The analysis of the future transportation system assumes the development of the regional transportation network.

SR 167 Extension – WSDOT plans to extend SR 167 from the City of Sumner to SR 509 near the Port of Tacoma. The SR 167 Extension would include new interchanges at Valley Avenue E/Freeman Road E, I-5 (near 70th Avenue E), and a half interchange at 54th Avenue E (south of 4th Street E). This project is expected to improve congestion and to reduce cut-through and truck traffic from Milton's roadways.

Meridian Avenue E (SR 161) Widening – The second phase of the WSDOT-planned improvements would widen and improve Meridian Avenue E between 24th Street E and 36th Street E, providing additional capacity along the corridor.

Interstate 5 HOV Lanes – WSDOT plans to extend the high occupancy vehicles (HOV) lanes from Port of Tacoma Road to SR 16, creating an additional lane in each direction to efficiently move transit, carpools and vanpools through the corridor.

Link Light Rail Extension – Sound Transit plans to extend light rail between the City of SeaTac and the City of Tacoma. The current light rail alignment is planned along either SR 99 or Interstate 5.

2035 Transportation Forecast

The 2035 traffic forecasts were developed using current and future land use projections. The forecasting analysis was based on the following:

- City's buildable lands estimates;
- Land use and zoning;
- Regional growth forecasts;
- Roadway improvements; and
- Vision for the Uptown District, Town Center, West Milton Commercial District, and the Quarry Site.

The results of this analysis found that PM peak hour traffic growth on the City's arterial roadways is forecast to increase between 20 percent and 45 percent between 2014 and 2035. The greatest levels of traffic growth are anticipated on arterial streets, such as Meridian Avenue E and Pacific Highway E.

Traffic Operations

The future year analysis assessed 2035 traffic operations by calculating the level of service at each of the study intersections. The 2035 results assume the forecasted growth in land use and traffic volumes and includes regionally-planned transportation improvements likely to be completed by 2035. Table 6 and Map T-5 show the Baseline 2035 PM peak hour LOS for the 26 study intersections within the city, assuming no improvements to the Milton street system. Three of the study intersections are forecast to operate below the City's LOS D standard:

- 5th Avenue and Porter Way (LOS F)
- 11th Avenue and Milton Way (LOS E)
- 15th Avenue and Milton Way (LOS E)

In addition, the City has identified the need to address intersection operations at Pacific Highway E/Porter Way during the AM peak hour, where a lack of capacity results in poor operations and extensive vehicle queues.

Table 6. Intersection Level of Service – Future 2035 Baseline Conditions PM Peak Hour

North/South Street	East/West Street	Traffic Control	Existing LOS	2035 LOS
70th Avenue E	Pacific Highway E	Signal	C	D
Pacific Highway E	Porter Way	Signal	C	D
5th Avenue	Porter Way	Stop-Controlled	C	F
Porter Way	Kent Street	Stop-Controlled	B	B
Porter Way	Fife Way	Stop-Controlled	B	C
Milton Way	20th Street E	Signal	C	D
Milton Way	Fife Way	Stop-Controlled	C	C
Porter Way	Milton Way	Signal	C	C
11th Avenue	Milton Way	Stop-Controlled	C	E
15th Avenue	Milton Way	Stop-Controlled	C	E
15th Avenue	Taylor Street	Stop-Controlled	B	B
19th Avenue	Emerald Street	All-Way Stop	A	A
19th Avenue	Milton Way	Signal	B	B
23rd Avenue	Emerald Street	All-Way Stop	A	A
23rd Avenue	Milton Way	Signal	B	B
23rd Avenue	Taylor Street	Stop-Controlled	B	B
27th Avenue	Alder Street	Stop-Controlled	A	B
27th Avenue	Milton Way	Signal	C	D
28th Avenue	Meridian Avenue E	Signal	B	C
28th Avenue	Alder Street	Stop-Controlled	A	B
28th Avenue	Milton Way	Signal	B	C
Meridian Avenue E	Military Road S	Signal	B	C
Meridian Avenue E	Emerald Street	Signal	C	D
Meridian Avenue E	Jovita Boulevard	Stop-Controlled	B	C
Meridian Avenue E	Milton Way	Signal	C	D
Meridian Avenue E	Taylor Street	Signal	A	B

Street Maintenance

One of the primary responsibilities of the City is to maintain and improve existing streets in order to prevent degradation. The City has established a pavement management system to monitor the condition of the roadway system and to identify priority of locations where roadway maintenance and restoration is necessary. These deficiencies are prioritized and repairs are funded as part of the City's Six-Year Transportation Improvement Program (TIP). The 2014-2019 TIP allocated approximately $1.6 million for roadway restoration projects over the six-year funding period.

Transit Needs

As described previously, Pierce Transit Routes 402, 500 and 501 connect Milton to the Federal Way, Puyallup, and Tacoma transit centers that have access to regional connections such as Sounder Commuter Rail, Sound

Transit light rail, and the King County Metro system. Residents within walking distance to Pacific Highway E (Route 500), Milton Way (Route 501) or Meridian Avenue E (Route 402) can connect to these regional services.

Meeting future transit needs for Milton's residents will require maintaining and expanding existing transit services, developing potential park and ride locations, and improving bicycle and pedestrian access to transit. The City will continue to support transit by developing connections to transit, and working with Pierce Transit to locate bus stops, shelters and turnouts. In addition, the City will continue to advocate for additional transit services and routes to the underserved areas of the community.

Non-Motorized Network

A non-motorized network that promotes connectivity between parks, neighborhoods, and public amenities will improve the quality of life for Milton residents. In addition to sidewalks and bike lanes, non-motorized facilities include a variety of options that can improve bicycle and pedestrian mobility, such as developing shoulder areas to allow pedestrian activity or widening pavement widths to supporting a designated bike route. Applying the correct type of facility often requires understanding the expectation of users, available right-of-way, volumes of vehicle traffic, character of the street and adjacent land uses, and the presence of existing facilities. The envisioned non-motorized network emphasizes the connections between schools, parks, business areas, transit, and community centers. In addition, the network supports the creation of new access points to the Interurban Trail, which will allow the trail to serve as a circulation element for the city. Pedestrian improvements, such as sidewalks, are expected to occur throughout the city as part of development and redevelopment of land, and as part of major street improvement projects. Bicycle facilities will be focused on streets identified as bicycle corridors. Map T-3 shows the recommended bicycle network for the City of Milton.

Intersection Crosswalks

A marked crosswalk has three primary functions:

- To create reasonable expectations where pedestrians may cross a roadway.
- To improve predictability of pedestrian actions and movement.
- To channelize pedestrians to designated crossing locations (often selected for their optimal sight distance and shortest crossing distance).

The City desires improving the crossing at key locations where traffic signals do not exist by adding signage and crossing beacons to notify drivers of pedestrian and bicycle activity at the crossing. Other potential treatments may include raised crosswalks, different paving materials and other improvements appropriate to the specific needs of the crossing location. Recommended crossing locations are included in the recommended improvements section.

6. Recommended Improvements

The recommended transportation improvements include projects identified in the City's Six-Year Transportation Improvement Program (TIP) 2014-2019, projects that support the City of Milton's Community Vision, and additional projects identified by the existing and future conditions analysis. The projects include $77,270,000 in improvements to roadways, intersections, and bicycle and pedestrian facilities. Map T-7 identifies the recommended transportation projects for the next 20 years. Table 7 provides a map identification, describes the location and details for each of the projects, and estimates the project cost. The table is divided into three categories of project types:

Road Projects – Roadway projects are those that improve the safety, capacity, operations, connectivity or circulation of the roadways. Also included is the maintenance and reconstruction of existing roadway segments to ensure that the city's current street system is maintained.

Intersection Projects – These projects improve safety and correct operational deficiencies of the transportation system that occur at intersections. These projects provide relief to vehicle congestion and can provide benefits to non-motorized users.

Non-Motorized Projects – The listed projects include sidewalks, new trail connections, crosswalk improvements and bicycle facilities. Some projects will complete missing segments of walking routes, while others will begin to build a city-wide non-motorized network that will connect residential areas to schools, trails and parks. Included are regional projects, which will connect the Milton segment of the Interurban Trail across Meridian Avenue E and Military Road to the Edgewood portion of the trail.

Table 7. Recommended Transportation Improvements 2015-2035

Map ID	Location	Project Description	Cost Estimate (in $1,000s)
Roadway Projects			
R-1	5th Avenue Improvements - Porter Way to S 376th Street	Road rebuild, realignment, widening and install bridge over Hylebos Creek. Install signal at 5th Avenue/Porter Way intersection.	$10,000
R-2	28th Avenue - Birch Street to Alder Street	28th Avenue Extension to Alder Street.	$1,100
R-3	Taylor Street - Milton Way to Meridian Avenue E	Widen road to standards, include non-motorized facilities.	$10,100
R-4	Pacific Highway E (SR 99) - Porter Way to northern City Limits	Widen road to 5-lane boulevard with sidewalks consistent with West Milton Commercial District vision.	$12,700
R-5	Priority Overlay	Pavement overlay and maintenance at high-priority locations.	$1,575
Intersection Projects			
I-6	Milton Way/28th Avenue	Intersection modifications to improve safety and operations.	$230
I-7	Meridian Avenue E (SR 161)/28th Avenue	Realign intersection and signal modification.	$500
I-8	Milton Way - 23rd Avenue to Meridian Avenue E (SR 161)	Interconnect signals along Milton Way to improve traffic flow.	$30
I-9	Porter Way/Pacific Highway E	Extend westbound right turn lane for morning peak traffic.	$1,300
Non-Motorized Projects			

Map ID	Location	Project Description	Cost Estimate (in $1,000s)
NM-10	Milton Way - 17th Avenue to 22nd Avenue	Pedestrian facility on the north side of the street.	$668
NM-11	Oak Street - 11th Avenue to 19th Avenue	Non-motorized facilities to connect Milton Community Park to schools.	$2,800
NM-12	Maine Street – 15th Avenue to 17th Avenue	Non-motorized facilities to connect Milton Way/15th Avenue to schools.	$800
NM-13	19th Avenue - Milton Way to Alder Street	Non-motorized facilities to connect neighborhood with schools and Milton Way.	$3,800
NM-14	Juniper Street - 11th Avenue to 17th Avenue/Milton Way	Pedestrian facility to connect neighborhood with Milton Way and schools.	$2,500
NM-15	28th Avenue - Alder Street to S 380th Street	Pedestrian facility/bicycle climbing lane along west side of street.	$2,400
NM-16	Interurban Trail Connections - Alder Street and Emerald Street	Connections to Interurban Trail at Emerald Street and at Alder Street.	$2,000
NM-17	Alder Street - 27th Avenue to 28th Avenue	Complete sidewalks on the north side of the street.	$85
NM-18	Milton Way - 20th Street E to Porter Way	Curb, gutter and sidewalks.	$3,150
NM-19	Porter Way - 5th Avenue to Kent Street	Non-motorized facility along west side of the street.	$324
NM-20	23rd Avenue - Emerald Street to Alder Street	Pedestrian facility.	$100
NM-21	Emerald Street- 27th Avenue to 28th Avenue	Easement for non-motorized connection between 27th Avenue and 28th Avenue.	$54
NM-22	Milton/Fife - Pedestrian Connection Partnership	Construct pedestrian improvements along Milton Way and 20th Street E to Fife High School. Partner with City of Fife.	$4,000
NM-23	Pedestrian Crossings Improvements - 5 locations	Improve crossing safety and visibility with rectangular beacon signs, raised crosswalks or other appropriate treatments.	$100
NM-24	Milton Way - 28th Avenue to Meridian Avenue E (SR 161)	Street improvements consistent with Uptown Vision.	$580
NM-25	Interurban Trail Triangle	Build trail segment between S 380th Street and existing trail at Military Road.	$1,043
NM-26	Interurban Trail – Meridian Avenue E (SR 161) crossing	Construct undercrossing of Meridian Avenue E with trail connections on each side.	$1,761
NM-27	Emerald Street - Interurban Trail to 27th Avenue	Develop bike route.	$7,200
NM-28	Kent Street - Porter Way to Interurban Trail	Pedestrian facility /uphill bicycle climbing lane.	$660
NM-29	11th Avenue - Emerald Street to Milton Way	Non-motorized facilities.	$3,100
NM-30	Kent Street - Interurban Trail to 10th Avenue	Develop bike route.	$1,700
NM-31	Porter Way – Pacific Highway E (SR 99) to I-5 bridge	Construct sidewalk on north side of the street.	$910
Total Project Costs			**$77,270**

Traffic Operations – with Recommended Improvements

The recommended transportation improvements address the key operational deficiencies forecasted for 2035. Improvements include new signals, extending turn lanes, street widening, changes to signal timing, and other improvements designed to improve the flow of traffic within and through Milton. With the recommended improvements, all but two of the 26 study intersections are forecasted to meet the City's LOS D standard. The two unsignalized intersections at 11th Avenue/Milton Way and 15th Avenue/Milton Way are forecasted to have stop-controlled movements that will operate at LOS E during the 2035 PM peak hour. The forecasted volumes on these north and south approaches were too low to justify an improvement. Therefore, the analysis recommends future monitoring of these locations.

Table 8 shows the forecasted 2035 PM peak hour LOS for the Baseline Improvements and the Recommended Improvements. With the planned improvements, the transportation system will continue to meet the mobility needs of the citizens and businesses of Milton.

Table 8. Intersection Level of Service – Future 2035 PM Peak Hour with Baseline Improvements and Recommended Improvements

North/South Street	East/West Street	2035 LOS with Baseline Improvements	2035 LOS with Recommended Improvements	Improvement/Action
70th Avenue E	Pacific Highway E	D	D	
Pacific Highway E (SR 99)	Porter Way	D	D	Extend westbound right turn lane for morning peak traffic.
5th Avenue	Porter Way	F	A	Install traffic signal.
Porter Way	Kent Street	B	B	
Porter Way	Fife Way	C	C	
Milton Way	20th Street E	D	D	
Milton Way	Fife Way	C	C	
Porter Way	Milton Way	C	C	
11th Avenue	Milton Way	E	E	Low approach volumes - monitor
15th Avenue	Milton Way	E	E	Low approach volumes - monitor
15th Avenue	Taylor Street	B	B	
19th Avenue	Emerald Street	A	A	
19th Avenue	Milton Way	B	B	
23rd Avenue	Emerald Street	A	A	
23rd Avenue	Milton Way	B	B	
23rd Avenue	Taylor Street	B	B	
27th Avenue	Alder Street	B	B	
27th Avenue	Milton Way	D	A	Interconnect signals to improve traffic flow.
28th Avenue	Meridian Avenue E	C	C	
28th Avenue	Alder Street	B	B	
28th Avenue	Milton Way	C	C	
Meridian Avenue E (SR 161)	Military Road S	C	C	
Meridian Avenue E (SR 161)	Emerald Street	D	D	
Meridian Avenue E (SR 161)	Jovita Boulevard	C	C	
Meridian Avenue E (SR 161)	Milton Way	E	D	Interconnect signals to improve traffic flow.
Meridian Avenue E (SR 161)	Taylor Street	B	B	

7. FUNDING

The funding for transportation improvements in the city comes from a variety of local, state, federal and private sources. The amount of available funds from these sources depends on the state of the economy, level of development activity, success in obtaining grant funding, and the development of new taxes and fees. The plan also relies on the forecasted population and employment growth within the community as a portion of the transportation element recommendations rely on frontage improvements and mitigation measures from new development.

Local Funding

The City of Milton has relied on motor vehicle gas tax revenues ($147,000 in 2014), real estate excise tax ($95,000 in 2014), and general fund transfers ($260,000 in 2014) to fund its local transportation projects. In addition, the City's traffic impact fee program contributes revenue to transportation improvements. Over the last few years, traffic impact fees contributed only small amounts of revenue, but with increased development, this source of transportation revenue will likely increase. Combined, the City anticipates approximately $400,000 to $900,000 in annual revenues available for transportation funding.

Improvements to Occur with Development or Redevelopment

New development or redevelopment will be required to construct portions of the Recommended Transportation Improvements, as part of their frontage improvements or as off-site transportation mitigation. For example, the 5th Avenue Improvements (Project R-1) is planned to be primarily constructed by the developer of the Quarry Site. Also, the majority of the 28th Avenue Extension (R-2), Taylor Street (R-3), and Pacific Highway E (R-4) will also be constructed as frontage improvements when properties along these projects are developed or redeveloped.

Assessment of Funding Capability

The City will depend on successful pursuit of grants and developer contributions to complete its 20-year transportation plan. The City has recently been successful in obtaining between $800,000 and $6 million in annual grants to fund its capital improvement program.

The combination of existing revenues, contributions from new development, and federal and state grant funds, will provide the City with the sufficient revenue to maintain and improve its transportation system over the next twenty years. The City will be able to accomplish the following:

- Maintain the City's arterial and residential street system;
- Maintain, improve and expand the City's pedestrian and bicycle systems; and
- Maintain and improve the transportation system to meet housing and employment growth.

8. IMPLEMENTATION

The following actions by the City of Milton will be necessary to effectively implement the transportation element:

Transportation System

- Work with new development to maintain intersection operations and City level of service standards.
- Monitor transportation system performance as part of the on-going updates to the City's Six-Year Transportation Improvement Program to assess how projections compare to actual conditions.

Planning Implementation

- Review and condition new development for easements and frontage improvements that support the non-motorized transportation network.
- Match the City's Street Sections standards to individual street segments, to provide a consistent vision for the street and to support the construction of bicycle and pedestrian facilities.
- Ensure that design standards comply with ADA requirements.
- Continue to involve the public in transportation planning and decisions.
- Develop policies, criteria and a process to determine when, and under what conditions, privately maintained roads in public rights of way or private roads should be accepted for public maintenance and improvement.

Financial Implementation Strategies

- Implement adopted Six-Year Transportation Improvement Program.
- Actively pursue outside funding sources to assist in paying for adopted transportation improvements and programs.
- Update the Transportation Impact Fee Program to reflect the revised list of transportation improvements and recent construction costs.

Transit Planning

- Work with Pierce Transit to provide routes that serve Milton residents.
- Explore with Pierce Transit how demand response service might support services.
- Work with Pierce Transit and other authorities to identify potential park and ride locations to better connect with regional transit routes.