



**PLANNING COMMISSION MEETING AGENDA**  
**Council Chambers, 1000 Laurel Street**

**October 11, 2017**  
**Wednesday**

**Regular Meeting**  
**6:00 p.m.**

- 1. Call to Order and Flag Salute**
- 2. Roll Call**
- 3. Additions/Deletions to Agenda**
- 4. Citizen Participation**
- 5. Approval of Minutes**
  - A. September 13, 2017
- 6. Regular Agenda**
  - A. Continued Discussion – Comprehensive Plan Update – PSRC Requirements ([Click Here](#) for last month's agenda packet for information on this item)
  - B. Continued Discussion – Sign Code Update
- 7. Commissioner Reports**
- 8. Staff Updates**
- 9. Adjournment**

Council may add and take action on other items not listed on this agenda.

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

Thank you.



**Regular Meeting**  
**Wednesday, September 13, 2017**  
**6:00 p.m.**

**1. CALL TO ORDER and ROLL CALL**

Chair Gillespie called the meeting to order at 6:00 p.m., and led the flag salute.

Present: Chair Gillespie, Commissioners Whalen, Balsley, Tompkins, LaVergne, and Sweat

Staff Present: Mayor Perry, Public Works Director Peretti, Contract Planner Brittany Port, City Attorney Cameron, Management Consultant Pete Lewis, City Clerk Bolam

**2. ADDITIONS, DELETIONS, CORRECTIONS TO THE MEETING'S AGENDA**

None.

**3. CITIZEN COMMENT PERIOD**

<b>Speaker</b>	<b>Comments</b>
Mark Clark/Larson Associates	Met recently with staff with Mr. Chambers about a development interest in the city – handed out materials – seeks initial input from the Commission
Ron Chambers /Design Build	Two acres on Surprise Lake – shared goals to avoid apartment development and looking for another option

Mayor Perry explained the background of the Sign Code needs, and invited business owners present to let the Commission know what they would like to see in a Sign Code.

<b>Speaker</b>	<b>Comments</b>
Manager, Green Box	Talked to a couple other business owners – they'd like to get store names on the big marquee
Missy Fitz/Uptown Koffee Kafe	Challenges include being parallel to the street with cars passing by too quickly – need to be able to announce that they are more than just coffee – digital signage a discussion point – walkability has been good for business, but also creates limited signage area – sometimes

	flags and A-boards help but the permanent signage is more important – needs signage on several fronts
Ron Chambers	smaller business owners lack resources/background of understanding city movement in terms of visioning and how the city can help
Missy Fitz	regarding flags, understands the concept of too much clutter – limits more than bans would be better, such as temporary allowances
Cathy Gillespie /Cobalt Storage	purchased storage facility two years that has been there for 20 years, but even now, thanks to flags and air dancers, attracting new business
Alex Medeiros, McDonald's	(by written comment) – would like existing signage to be grandfathered in, and that those with existing signage be allowed to do reasonable maintenance repairs and upgrades that do not materially change the sign in terms of dimensions

#### **4. APPROVAL OF MINUTES**

##### A. August 9, 2017

**MOTION TO APPROVE** (Whalen/Balsley) – **Passed 6/0.**

#### **5. REGULAR AGENDA**

##### A. Comprehensive Plan Update – PSRC Requirements

Milton Contract Senior Planner Brittany Port provided a background and introductory slideshow presentation regarding this Work Item and a proposed schedule for meeting an end-of-year adoption.

Mayor Perry and Management Consultant Lewis provided additional regional background pertaining to the Comprehensive Plan process.

Past-Commissioner and newly-appointed Councilman Mark Hutson addressed the Commission regarding his resignation in light of his appointment to City Council on September 11, 2017. Commissioners thanked him for serving and wished him well.

#### **COMMISSIONER REPORTS**

Commissioner Sweat

- Attended Milton Days – liked how the Grand Marshal designation was made to numerous citizens

Vice Chair Balsley

- Milton Craft Bazaar Oct 13-14
- Fife Harvest Festival Oct 7
- Karate Edge Grand re-Opening Sept 28
- VFW Dinner/Auction Oct 12

Commissioner Whalen

- Enjoyed Milton Days – brought handouts from one of the booths about the Hwy 167 expansion – huge honor to be designated a Community Treasure/Grand Marshal
- Telecare public hearing Monday Sept 25 at 9am

Commissioner Thompkins

- Milton Days went so smooth – amazing to work on something all year and see it come off so wonderful – the City did an amazing job
- Elected to the Senior Board – working on rummage sale coming up – Value Village fund raiser opportunity
- Chamber lunch today was very professional – learned a lot from both candidates

Commissioner LaVergne

- Chamber lunch today was very good
- Milton Days fun – met a lot of people running the golf carts – busier this year than last year

Chair Gillespie

- No report

**STAFF REPORTS**

Director Peretti

- Development briefing

**NEXT MEETING**

October 11, 2017, 6 pm

**ADJOURNMENT**

The meeting was adjourned at 7:18 p.m.

Approved at the meeting of \_\_\_\_\_, 20\_\_\_\_\_.

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Chair Jim Gillespie



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**To:** Mayor Perry and Planning Commission Members  
**From:** Brittany Port, AICP, Contract Senior Planner  
**Date:** October 11, 2017  
**Re:** **Update on PSRC Comprehensive Plan Certification**

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**ATTACHMENTS:** Staff Memo re: PSRC Update  
Land Use Element – PSRC Mark-up  
Transportation Element – PSRC Mark-up

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**TYPE OF ACTION:**

Information Only  Discussion  Action  Public Hearing  Expenditure

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

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

Last month, we went over what the PSRC certification process is, and what kind of amendments the City is being asked to consider. The purpose of this discussion is to go over the underlined/stricken language proposed by PSRC and direct staff to make changes such that a public hearing can be held on November 8<sup>th</sup> where the Planning Commission will issue its recommendation to the Mayor and City Council on the proposed amendments.





# Memorandum

**DATE:** October 11, 2017  
**TO:** City of Milton Planning Commission  
**FROM:** Brittany Port, AICP, Contract Senior Planner  
**SUBJECT:** City of Milton Comprehensive Plan Amendments

## BACKGROUND

On December 31, 2015, the Puget Sound Regional Council (PSRC) issued a recommendation to the PSRC Growth Management Policy Board (GMPB), Transportation Policy Board, and Executive Board that the transportation-related provisions of the 2015 City of Milton Comprehensive Plan Periodic Update be conditionally certified as conforming with the Growth Management Act, the multicounty planning policies, and the regional transportation plan.

The certification requirement in the Growth Management Act is described in RCW 47.80.026 for transportation elements in local comprehensive plans. Regional transportation planning organizations are given authority to establish guidelines and principles for the development and evaluation of the transportation element of comprehensive plans. This ensures that state, regional, and local goals for the development of transportation systems are met.

PSRC is the regional transportation planning organization for four counties in the Puget Sound Regional (King, Kitsap, Pierce and Snohomish). The guidelines and principles that PSRC evaluates the transportation elements of comprehensive plans under were developed by local governments and PSRC as the Adopted Policy and Plan Review Process, last revised in September 2003. This process is also included in [Part IV: Implementation](#) in VISION 2040.

## ISSUES

As noted above, PSRC is authorized through RCW 47.80.026 to certify that transportation elements of local comprehensive plans are consistent with state, regional, and local goals for the development of transportation systems. Per the PSRC Plan Review Report & Certification Recommendation, Milton’s transportation element was found to be consistent with housing growth targets adopted by Pierce and King Counties. Although outside the purview of PSRC review, there were inconsistencies between land use assumptions and data used in Milton’s land use element and its transportation element. The Growth Management Act (RCW 36.70A.070) requires the land use assumptions that support the land use and transportation elements to be consistent.<sup>1</sup>

Located within two counties, the City of Milton must plan for targets set in both King and Pierce counties. For the 20-year planning period covered in this update, the estimated combined housing target is 300 units and the employment target 1,000 jobs. The land use and housing elements of the comprehensive plan update assume growth of approximately 700 housing units between 2014 and 2035; the transportation element assumes growth of approximately 300-350 households.

<sup>1</sup> RCW 36.70A.070(6) requires as mandatory element of any comprehensive plan of a city that is required to plan under GMA to include “A transportation element that implements, and is consistent with, the land use element.”.

The discrepancy between the land use element and the transportation element stem from the use of different data sources. PSRC prepares two growth projections, titled “Land Use Vision” and “Land Use Baseline”. Land Use Vision is a policy-based growth projection that forecasts what the region is *planning for*, based on population allocation. This projection was developed to align with the VISION 2040 Regional Growth Strategy, and PSRC uses this dataset for planning and modeling work.

Land Use Baseline is a market-based growth projection of current growth patterns. This projection simulates the future growth pattern if the region made no further efforts to implement VISION 2040 beyond the plans, policies and development regulations currently in place. Land Use Baseline is a representation of future development based on how the market responds to development capacities established in local jurisdictions’ pre-VISION 2040 comprehensive plans.

**Land Use Vision is the dataset used by the City’s transportation element, whereas the City’s land use element utilizes Land Use Baseline. This accounts for the discrepancy in forecasted population and household growth as Land Use Vision assumes a more modest growth rate and utilizes the City’s housing growth targets allocated by Pierce and King Counties.<sup>2</sup>**

To certify the City’s Comprehensive Plan, as the regional transportation planning organization, PSRC must find that the City’s land use and transportation elements are consistent. Consistently applying the population and housing growth projections in the Land Use Vision dataset would conform to the City’s adopted population/housing growth targets, multicounty planning policies, and VISION 2040.

## **ANALYSIS OF AMENDMENTS AS A POTENTIAL IMPLICATIONS**

Concerns have been raised as to whether the City is on track to exceed its housing growth target, and whether adopting the forecasts generated by Land Use Vision would tie the City’s hands as it relates to how slow/fast it grows. 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. Under the GMA, these targets represent *the minimum amount of growth* we are required to accommodate. In short, the City must plan for a minimum amount of growth, but the actual rate of growth is based on market-factors and zoning of land within the City that is suitable for development and redevelopment.

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. The City also utilizes the Buildable Lands Reports as a planning tool to determine if it can accommodate the growth projections. As part of its 2015 Comprehensive Plan Periodic Update, the Buildable Lands Report was reviewed to determine if the City has the capacity to meet the projected housing growth, based on current zoning regulations and space available for development. A buildable lands analysis is a planning tool to determine if the City can accommodate its growth projections. **The Buildable Lands Report found that the City has capacity to accommodate 990 additional units, in excess of both growth projections.**

As a part of discussions with PSRC, I analyzed the number of residential building permits that have been issued by the City since the 2015 Comprehensive Plan Update. As of June 2017, the City had issued building permits for 14 new single family residences within Pierce County, and 3 within King County. At 17 new housing units added in the last 2 years, the City grew at a slower rate than projected in both the Land Use Baseline dataset **and** the Land Use Vision dataset. However, the City does have projects in the pipeline, that while no building permits have been issued, are likely to develop within this planning horizon. A total of 33 new single family residences could develop based on previous land

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<sup>2</sup> Milton’s Pierce County housing growth target for the ’08-’30 planning horizon is 240 units per [Ordinance No. 2017-24s](#).

use approvals (short plats and subdivisions). The largest driver of housing unit growth in the City, however, is a senior citizen assisted housing project located within the King County portion of Milton that could add 143 new housing units during this planning horizon. This project, however, has very different planning implications on the City and does not affect the regional transportation network the same way that a similarly-sized single family residential subdivision would.

## **RECOMMENDATION**

Staff's recommendation is to revise land use assumptions and population/housing growth targets in the land use element of the City's 2015 Comprehensive Plan to be consistent with its transportation element. In 2023, the City will be updating its Comprehensive Plan again (per the 8-year periodic plan update cycle). During this update process, the City, Pierce County, King County and PSRC will have an opportunity to revisit the City's employment, population, and housing projections. It is likely that these discussions will begin and new forecasts will be provided for review by 2021.

The Great Recession halted new construction and housing growth. Limitations to the existing datasets, which were prepared as the region was coming out of the Great Recession, will likely be remedied as PSRC modifies the assumptions used in its model, and based on the actual, realized growth the region has experienced the last few years. As a consequence, population projections at the County level will likely change significantly.

Regardless of which dataset is utilized for the housing growth targets, this number is merely ***the minimum amount of growth*** the City is required to accommodate. By adopting the Land Use Vision housing targets, the City is consistent with the county population/housing allocations, VISION 2040, and the multicounty planning policies. The actual rate of growth the City will see is based on market-factors and zoning of land within the City that is suitable for development and redevelopment, and not constrained by forecasts which are estimates that the City uses to plan for the provision of infrastructure and services.

By amending the City's land use element of its Comprehensive Plan, the City can receive full certification from PSRC, remain eligible for PSRC funding and be in full conformance with the Growth Management Act provision that land use and transportation elements are consistent.

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## Element 02– Land Use

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## **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.

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

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

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 DESIGNATION 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 to 18 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.

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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%

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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%
<b>Total (acres)</b>	<b>1458.9</b>	<b>100%</b>	<b>339.3</b>	<b>100%</b>

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%

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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
<b>Total (acres)</b>	<b>1458.9</b>	<b>100%</b>	<b>339.3</b>	<b>100%</b>

\*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 70<sup>th</sup> 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 Trail. 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 be located in the City’s Water System Plan.

In order to 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 growth forecasts and targets for the counties and cities.

Table LU-3 below, identifies the City’s historical census population counts, as well as estimates by OFM 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

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Table LU-3 Population

Year	1990*	2000*	2010*	2011**	2012**	2013**	2014**	2025***	2030***	2035***	2040
Population	4,995	5,795	6,968	6,975	6,985	7,185	7,265	7,851	7,860	7,863	7,9
Households		2,197	2,988				3041			3,458	

\* Decennial Census

\*\* Washington Office of Financial Management (OFM) Estimate

\*\*\* Puget Sound Regional Council (PSRC)—Land Use Vision dataset, Winter 2016

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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 PSRC 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. Combining the two sets of targets and adjusting them to the 2014-2035 planning period yields an estimated growth of 300-350 housing units. 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 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 county 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.

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### 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. Combining the two sets of targets and adjusting them to the 2014-2035 planning period yields an estimated growth of 700-800 jobs. 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

**Commented [MH4]:** Again, table numbering is off. Check references throughout these sections. Not even sure all the tables referenced are here.

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 City of Milton: Employment Needs					
2010 Total Employment Estimate <sup>1</sup>	Adopted 2030 Total Employment Target <sup>2</sup>	Total Employment Growth (2010-2030)	Adjusted Employment Growth <sup>3</sup>	Displaced Employees	Additional Employment Needs
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: Employment Capacity				
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
<b>Total Employment Capacity</b>				<b>2,177</b>

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

King County:

Table LU-6 King County Employment Needs and Summary		
<b><u>Growth Target Update, 2006 to 2012</u></b>		
Jobs Growth Target (2006-2031)		<b>160</b>
<b><u>Jobs Changes, 2006-2012:</u></b>		
Plus Annexation Area Target	0	
Plus Job Loss, 2006-2012	17	
<b>Net Adjustment to Target</b>	<b>17</b>	
Net Adjustment to Target		17
<b>Remaining Target (2012-2031)</b>		<b>177</b>
<b>2006 Job Capacity</b>	(from 2007 BLR)	<b>2,470</b>
Six-year adjustment to capacity***		17
<b>Final 2012 Job Capacity</b>		<b>2,487</b>
<b>Surplus/Deficit Capacity</b>		<b>2,310</b>

**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 population, 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.

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

	Need	Capacity
King County	18 additional units (2031)	388
Pierce County	181 additional units (2030)	602
PSRC (City Wide)	417 additional units people (2035)	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

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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

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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 11<sup>th</sup> 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 04 – Transportation**

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## **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.	
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**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
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*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	8,884
Households	3,299	3,605
Employment	2,413	3,312

Source: 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 70<sup>th</sup> 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)
<b>Roadway Projects</b>			
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
<b>Intersection Projects</b>			
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
<b>Non-Motorized Projects</b>			

<b>Map ID</b>	<b>Location</b>	<b>Project Description</b>	<b>Cost Estimate (in \$1,000s)</b>
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 19 <sup>th</sup> Avenue	Non-motorized facilities to connect Milton Community Park to schools.	\$2,800
NM-12	Maine Street – 15 <sup>th</sup> Avenue to 17 <sup>th</sup> Avenue	Non-motorized facilities to connect Milton Way/15 <sup>th</sup> 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 17 <sup>th</sup> 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
<b>Total Project Costs</b>			<b>\$77,270</b>

## 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.

**Back to Agenda Bill**

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**City of Milton**

William L. Cameron

City Attorney

**MEMORANDUM**

October 11, 2017

To:	Milton Planning Commission, Katie Bolam
CC:	Steve Peretti, Mayor Perry
Re:	Sign Code Changes – October Meeting

Attached is a red-lined version of the existing Sign Code, and a final-view version.

Following Planning Commission recommendation, the Ordinance will be put in final form and presented to the City Council for consideration.





## Chapter 17.50

### **SIGN CODE\***

#### Sections:

~~17.50.010 Purpose.~~

~~17.50.020 Definitions.~~

~~17.50.030~~ 17.50.010 Purpose.

17.50.020 Definitions.

17.50.030 Administration and enforcement.

~~17.50.040~~ 17.50.040 Permits required.

~~17.50.050~~ 17.50.050 Permit application requirements.

~~17.50.060~~ 17.50.060 Prohibited signs.

~~17.50.070 Exempt signs.~~

~~17.50.080~~ 17.50.070 Exempt signs.

17.50.080 General provisions.

~~17.50.083~~ 17.50.083 Signs in the right-of-way.

~~17.50.085~~ 17.50.085 Freeway signs.

~~17.50.090~~ 17.50.090 Pole signs.

~~17.50.100~~ 17.50.100 Monument signs.

~~17.50.105~~ 17.50.085 Freeway signs.

17.50.090 Pole signs.

17.50.100 Monument signs.

17.50.105 Mixed use town center monument sign.

~~17.50.110~~ 17.50.110 Signs attached to buildings.

~~17.50.120~~ 17.50.120 A board/sandwich board signs.

~~17.50.130~~ 17.50.120 Sandwich board signs.

17.50.130 Directional signs.

~~17.50.135~~ 17.50.135 Political signs.

~~17.50.140~~ 17.50.140 Temporary signs.

~~17.50.150~~ 17.50.135 Political signs.

17.50.140 Temporary signs.

17.50.150 Nonconforming signs.

~~17.50.160~~ 17.50.160 Maintenance of signs.

~~17.50.170~~ 17.50.170 Removal of signs.

~~17.50.180~~ 17.50.180 Deviation from standards.

~~17.50.190~~ 17.50.182 Construction.

17.50.185 Signs of Historical Community Significance.

17.50.190 Penalty for violations.

~~17.50.200~~ 17.50.200 Severability.

\*Prior legislation: Ord. 1405.

17.50.200 Severability.

### 17.50.010 Purpose

The purpose of this chapter is to regulate the installation, alteration, relocation, number, size, height, material, and placement of signs within the city. ~~In conformance~~ Consistent with the comprehensive plan, the regulation of signs ~~is found to protect~~ protects the health, safety, and welfare of the citizens. It ~~is intended to promote~~ promotes the aesthetic appearance of the city to maintain and ~~enhance its~~ protects the value of property values. It ~~is intended to encourage~~ encourages quality design that creates an attractive and harmonious community and business environment. ~~It is further intended to preserve~~ provides businesses with the adequate means to advertise their products and services. It preserves the right of free speech exercised by its citizens ~~to exercise their free speech without.~~ (Ord. 1666 § 2, 2006; Ord. 1437 § 1, 2000).

### 17.50.020 Definitions

~~“A board/sandwich board signs” means small type signs, either single or double faced and portable.~~

“Abandoned sign” includes a sign that has not been changed or removed within 180 days of ceasing to be relevant.

“Awning” means any structure made of cloth, metal, or other material with a frame attached to a building, ~~whether or not the same is so erected as to permit its being raised to a position. Some awnings can~~ be raised flat against the building when not in use.

“Awning sign” means a sign affixed to the surface of an awning ~~and which does not extend vertically or horizontally beyond the limits of such awning.~~

~~“Balloon” means a latex balloon 36 inches or less in diameter tethered on a cord not greater than four feet in length.~~

~~“Balloon, rooftop” means a balloon with a vertical dimension greater than 36 inches but not greater than 25 feet.~~

“Banner sign” means a sign made of cloth, fabric, paper, ~~nonrigid~~ flexible plastic or ~~similar types of~~ material ~~and~~. Banners may contain text, numbers, graphic images or symbols. Pennants and flags are not considered banners.

“Billboard” means a preprinted or ~~handpainted~~ hand painted changeable copy sign ~~and may include. It~~ includes both the structural framework that supports ~~#~~ a billboard and any message. Although sometimes smaller, billboard sizes often range from 12 to 14 feet in height and 24 to 48 feet in width. A billboard is not a “changeable copy sign” as defined below.

“Building facade” means the exterior walls of a building exposed to public view or that ~~wall~~ cannot be viewed by ~~persons not~~ those within the building.

“Canopy” means any structure, other than an awning, made of cloth, metal, or other materials with framework attached to a building or carried by a frame supported by the ground.

“Canopy sign” means ~~any~~ a sign erected upon, under, against or directly above a canopy.

“Changeable copy sign (manual)” means any sign that is designed so that characters, letters, or illustrations can be changed or rearranged by hand without altering the face or the surface of the sign; i.e., reader boards with changeable pictorial panels. A billboard is not a changeable copy sign.

“Changing message center” means an electronically controlled sign, message center, or reader board where ~~copy changes are shown on the same lamp bank; e.g., time, temperature, date, news, or commercial information of interest to the traveling public.~~

~~“Damaged sign” means a sign that is damaged, in disrepair, or vandalized and not repaired within 60 days of the damaging event.~~

“Dangerous sign” means a sign that by nature of its condition is hazardous to the public’s health, safety, and welfare.

~~“Directional sign” means a permanently erected single or double faced sign designed to guide or direct pedestrian or vehicular traffic to an area, place, or convenience.~~

~~“Directory sign” means a sign on which the names and locations of occupants or the use of a building is given.~~

“Display surface” means the area made available by the sign structure for ~~the purpose of displaying the~~ advertising a message.

“Double-faced sign” means a sign that has ~~advertising copy~~ a message on opposite sides of a single display surface or sign structure. Wedge, round or multifaceted signs shall ~~are~~ not be considered double-faced signs when determining square footage. Instead, the area of each face of such signs is used when figuring square footage.

“Electrical sign” means a sign or sign structure that uses electrical wiring, connections ~~and/or~~ fixtures as a part of the sign, but not including signs illuminated by an exterior light source.

“Electronic sign” means a sign designed to allow changes in the sign ~~graphics~~ electronically.

“Festoon” means a strip ~~or~~ string or cluster of balloons ~~that includes clusters or strings of balloons connected to a fixed object or vehicle on at least one end of the festoon.~~

“Flag” means a piece of cloth or other ~~nonrigid~~ flexible material ~~identifying one of the following:~~

~~1. “Flag of Feather” is a nation;~~

~~2. Commemorative flag such as supported on a POW vertical pole, arched or right angled at the top to keep the flag; or~~

~~3. open. Feather Flag of a political subdivision are temporary signs.~~

~~“Flag, commercial.” See “Commercial flag.”~~

“Flashing sign” means a sign or a portion thereof that changes light intensity or switches on and off ~~in a constant, random or irregular pattern or~~ contains motion or the optical illusion of motion by use of electrical energy. Changing message centers shall ~~are~~ not be considered flashing signs.

“Freestanding letters” means individual letters, characters or marks comprising any portion of a sign or sign structure, whether erected flat against a wall or upon a framework for support.

“Freestanding sign” means a sign supported by poles, uprights, braces, or standards and is not connected to or supported by any other structure. Pole signs and monument signs are examples of freestanding signs.

“Freeway sign” means a pole or monument sign that is allowed by code for those properties that are located along the Interstate 5 (I-5) right-of-way as defined in ~~this chapter~~ 17.50.085. “Freeway signs” are specifically oriented to the traffic on the interstate rather than other state or local roadways.

~~“Garage sale sign” means a temporary sign that advertises a residentially based garage sale.~~

“Grade” means the elevation or level of the street (or parking lot) closest to the sign to which reference is made, as measured at the street centerline, or the relative ground level in the immediate vicinity of the sign.

~~“Grand opening” means welcoming clients, customers, etc., into a newly opened or relocated place of business for the purpose of promoting or familiarizing people with the business. To be eligible for grand opening signs, the business must be lawfully licensed by the city of Milton and have been open for three months or less (see also MMC 17.50.040(B)).~~

~~“Graphic” means any of the following: symbols or pictures formed by writing, drawing, or engraving, relating to the written or printed word, the symbols or devices used in writing or printing to represent a symbol, word, meaning, or message.~~

~~“Identification sign” means a sign that is limited to the name, address and number of a building, institution, or person and to the activity carried on in the building or institution, or the type of occupancy of the person.~~

~~“Illuminated sign” means a sign designed to give forth any artificial or reflected light, either directly from a source of light incorporated into or connected with such sign, or indirectly from a source intentionally directed upon it, so shielded that no direct illumination from it is visible elsewhere than on the sign and in the immediate proximity thereof.~~

~~“Incidental sign” means a small sign, four square feet or less in area, intended primarily for the convenience and direction of the public on the premises. Incidental signs do not advertise but are for informational purposes only. Incidental signs may contain information that denotes the hours of operation, telephone number, credit cards accepted, entrances and exits, and information required by law. Incidental information may appear on a sign having other copy as well, such as an advertising sign.~~

~~“Institutional sign” means a sign to identify educational, civic, and religious institutions.~~

~~“Internal illumination” means a source of lighting concealed entirely within a sign that makes sign graphics visible by transmitting light through a translucent or semi-translucent material.~~

~~“Landscaping” means trees, shrubs, and groundcover used around or under the base of monument signs. Required landscaping may be planted in concrete planters, landscape beds, or planter boxes.~~

~~“Lawn sign” means a temporary sign within the lawn or landscape area of a site. Lawn signs often identify businesses that have performed improvements to a building or site. Political signs are not considered lawn signs.~~

~~“Liquidation sign” means a temporary sign for the purposes of identifying liquidation sales.~~

~~“Logo” means an identifying emblem or insignia containing sign graphics, symbols or colors typically used for identification and/or advertisement.~~

~~“Marquee” means a permanent structure attached to, supported by and projecting from a building and providing, especially a theater or hotel, or free standing that provides protection from the weather elements, but. This does not include a projecting roof. For purposes of this chapter, a freestanding permanent roof-like structure providing protection from the elements, such as a service station gas pump island, will also be considered a marquee. This also includes but does include canopies.~~

~~“Marquee sign” means a sign attached to and made part of a marquee. A marquee (or canopy) is defined as a permanent roof-like structure attached to and supported by the building and projecting beyond a building, but does not include a projecting roof.~~

~~“Monument sign” means a ground-mounted, fixed sign with a height ranging from five to 12 feet above the average ground elevation. The base (not included in the sign surface area calculation) is attached to the ground as a wide base of solid construction. In no instance shall the bottom of the sign be more than six inches above the base.~~

~~“Multiple occupancy building” means a single structure with a common building access that houses more than one retail business, office or commercial venture.~~

~~“Municipal facility sign” means a sign that is located on the premises of a facility owned or operated by the city of Milton.~~

~~“Mural” means a decorative design or scene intended to provide visual enjoyment that is a work of art painted or placed on an exterior applied to a wall of a building wall. A mural contains no commercial message, logo, corporate symbol, or registered trademark.~~

~~“Neighborhood identification sign” means a sign to identify a particular residential area or development.~~

~~“Neon lighting” means illuminated tubing forming sign graphics or that is otherwise used as an exposed lighting source. For the purpose of this chapter, the term “neon” will be considered a generic term for this type of lighting regardless of the type of fluorescing gas or material contained within the tubing.~~

~~“Neon sign” means neon lighting used to draw attention to a business or building in any manner, including (but not limited to) neon sign graphics, logos or outlining of a building’s architectural features.~~

~~“Nonconforming sign” means any sign, legally constructed, that does not conform to the requirements of this chapter.~~

~~“Nonstructural trim” means the molding, battens, caps, nailing strips, latticing, cutouts, or letters and walkways that are attached to the sign or other structure.~~

~~“Off premises sign” means a sign that identifies, advertises, or gives directional information to a commercial establishment not located on the premises where the sign is installed or maintained. A billboard is an example of an off premises sign.~~

~~“Off site directional arrow real estate signs” means off site, portable, temporary, directional signs intended to assist people in finding the location of difficult to locate property that is offered for sale. They may not exceed six inches in height or 24 inches in length per side, must be freestanding on their own stake and the bottom edge of the sign must be placed at ground level.~~

~~“On premises sign” means a sign that carries only advertisements and messages strictly applicable to a lawful use of the premises on which it is located.~~

~~“On-site real estate sign” means a temporary or portable sign placed on the subject property that advertises that the property is for sale, rent, or lease. The number of such signs shall be limited to one per broker per street frontage or public entrance, whichever is greater. For a dwelling unit, the area of the sign shall be no greater than 12 square feet, where no sign face may exceed six square feet. For other uses and developments, the size of an on-site real estate sign shall not exceed 64 square feet, where no sign face may exceed 32 square feet. All on-site real estate signs must be removed when the sale closes or in the case of a rental or lease, when the tenant takes possession.~~

~~“Open house sign” means a portable or temporary sign advertising property that is for sale, rent, or lease. The number of such signs shall be limited to three per property per agent, except that if the agent~~

~~has more than one property in a development listed for sale, rent, or lease, the agent's total number of such signs for the development shall be limited to four. The area of such signs shall be no greater than 12 square feet. They may be placed in the right of way outside of median strips, public sidewalks, and vehicular and bicycle lanes. They may not block driveways or be affixed to utility poles, trees, or traffic signs. Open house signs must be removed each day at the conclusion of the open house and are permitted only between sunrise and sunset when the seller or the agent are in attendance at the property. "Painted signs" means a sign or sign structure, nonelectrical in nature, except such signs may have illumination from an exterior light source.~~

"Parapet" means that portion of a building wall that extends above the roof of the building.

~~"Patio sale sign" means a temporary sign that advertises a residentially based patio sale.~~

"Pennant" means a sign made of cloth, fabric, ~~nonrigid~~flexible plastic, or similar types of material that ~~is not more than 24 square feet in size. Pennants may~~does not contain text, numbers, ~~or business/corporate images and~~or symbols. ~~No more than 12 pennants may be erected on a site. Banners and flags are not considered pennants. Pennants need not be triangular in shape.~~

~~"Perimeter" means the outer boundary required to enclose a sign area.~~

"Permanent sign" means a sign that is erected without restriction on the time ~~period~~ allowed for display.

"Permittee" includes any person who should have taken out a permit under this Chapter or MMC 15.05.

"Planned center" means a group of structures housing at least one ~~retail~~ business, office, ~~commercial~~ venture or independent or separate part of ~~a business~~an activity that was processed through the site approval process as one project or that shares ~~the~~ access ~~and~~/or parking facilities. Individual parcels need not be under the same ownership ~~in order~~ to qualify as a planned center.

"Pole sign" means any sign, electric or otherwise, hung, supported or cantilevered from one or more supports constructed of structural steel, pipe, or other materials ~~or combinations of same~~.

~~"Political sign" means any temporary sign that advertises a candidate for public elective office or any political party or a sign that promotes a position on a public or ballot issue.~~

~~"Porch sale sign" means a temporary sign that advertises a residentially based porch sale.~~

~~"Portable sign" means any sign that is manifestly designed to be transported, including by trailer or on its own wheels, even though the wheels of such sign may be removed and the remaining chassis or support constructed without wheels is converted to an A or T frame sign, or attached temporarily or permanently to the ground, since this characteristic is based on the design of such a sign. It is characteristic of such a portable sign that the space provided for advertising matter consist of a changeable copy sign~~Portable signs are usually changeable copy signs.

~~"Projecting sign" means a sign, other than a wall sign, that is attached to and projects more than one foot from a structure or other building face.~~

~~"Projection" means the distance by which a sign extends beyond its means of support.~~

~~"Public information sign" means a sign erected and maintained by any governmental entity for traffic direction or for designation of or directions to any school, hospital, historical site, or public service, property, or facility.~~

~~“reader board” means a sign consisting of tracks to hold letters.~~ “Reader board” means a sign that allows for frequent changes of copy; usually such copy is not electronic. A reader board may be a component of a monument, pole, or wall sign.

~~“reader~~Reader board, mobile” means a reader board sign that is not permanently installed on-site.

~~“Real estate sign” means a sign erected by the owner or owner’s agent displayed for a limited time and offering the sale, rent or lease of ground upon which it is located or of a building located on the same parcel of ground.~~

“Repair” means to paint, clean, ~~or~~ replace damaged parts ~~of a sign~~, or ~~to~~ improve ~~its~~the structural ~~strength~~integrity of a sign, but not ~~in a manner that would change~~ ~~the~~its size, shape, location, or character.

“Revolving sign” means any sign or sign structure that revolves or partially revolves ~~by means of some mechanical method~~ about an axis.

“Roof” means the exterior surface and its supporting structures on the top of a building. Overhangs extending beyond the facade of the lower wall are ~~considered~~ part of the roof.

“Roof sign” means any sign erected upon, against, or directly above a roof or parapet of a building or structure. ~~Eighty~~When permitted, eighty percent of the sign area ~~shall~~must be backed by the roof system.

~~“Seasonal decorations~~Sandwich board signs” means ~~temporary decorations for holidays that do not fall under small signs, either single- or double-faced and portable.~~

“Sign” means any object, device, display, structure or part thereof that is used to advertise, identify, direct, or attract attention to a product, business, activity, place, person, institution, or event using words, letters, figures, designs, symbols, fixtures, colors, illumination, or projected images.

“Sign area” means the definition entire area of a sign and on which on which information is placed. Sign structures and associated architectural embellishments, framework and decorative features that are installed contain no sooner than 30 days before a holiday and removed no later than five days after information and are not illuminated are not calculated in determining sign area. Sign area is calculated by measuring the holiday. Decorations area of the smallest rectangle, circle, triangle or parallelogram that fall under the definition of a sign must conform to can be drawn around all provisions parts of the sign code to expose the largest sign surface area, including the sign face background, and including all spaces and voids between or within letters or symbols that comprise a single word, statement, description, title, name, graphic symbol or message for all sign faces. Sign supporting structures that are part of the sign display are included. The entire perimeter area of the letters, graphics, symbols, and framework are used to determine sign area.

~~“Sign” A surface or object bearing a message that is displayed for public view.~~

~~“Sign graphics” include a surface or object bearing a message that is displayed for public view.~~ ~~des~~includes all lines, strokes, text, symbols and logos applied to a sign surface ~~and does not include~~excluding the background ~~surface~~ to which they are applied.

“Sign height” means the vertical distance measured from the adjacent natural grade at the base of the sign to the highest point of the sign structure; ~~provided, however, that the grade of the ground may not be built up in order to allow the sign to be higher.~~

“Sign structure” means any structure that supports or ~~is capable of supporting~~ can support any sign as defined in this chapter. A sign structure may be a single pole and may or may not be an integral part of a building. Any structure that performs an entirely separate use, such as a telephone booth, bus shelter, Goodwill container, fence, etc., ~~shall~~ is not ~~be considered~~ a sign structure.

~~“Silhouette lighting,” sometimes called “halo lighting,” means lighting being emitted from the back-side of pan-channel sign graphic that has the open side of the channel facing the wall or sign face it is mounted to, thereby silhouetting the sign graphics.~~

~~“Subdivision identification sign,” means a sign no larger than 36 square feet to identify a particular subdivision that is larger than four acres or more in size.~~

~~“Swinging sign” means a sign installed on an arm or spar that is fastened to an adjacent wall or upright pole, which sign is allowed to move or swing to a perceptible degree.~~

~~“Temporary sign” means any banner, pennant, or other advertising display, with or without frames, constructed of cloth, light fabric, paper, plastic, cardboard, or other similar material. Temporary signs are not intended for ongoing advertising of products or services or for the naming of a business in lieu of a permitted permanent sign.~~

~~“Temporary sign, sports field” means any maintained, nonfreestanding sign attached to fencing at a sports field that can only be displayed during the sport’s season of play and must be removed at the end of the sport’s season of play.~~

~~“Traffic advisement sign” means a sign erected within the public right-of-way alerting motorists of impending road conditions. Signs depicting rail road crossings, curves ahead, crosswalks, and deer crossings are examples of traffic advisement signs. Allowable traffic advisement signs are identified in the AASHTO manual.~~

~~“Traffic control signs” means a sign erected within the public right-of-way identifying restrictions on travel. Examples of traffic control signs include stop signs, one-way signs, and speed limit signs.~~

~~“Temporary sign” means any sign that is not permanently mounted and that contains a message for an event or happening that will render the sign obsolete upon the event or happening.~~

~~“Traffic control device” means a sign to control traffic placed in accord with the Manual for Uniform Traffic Control Devices.~~

~~“Unlawful sign” means any sign that was erected in violation of any applicable ordinance or ~~code~~ law governing such ~~erectio~~ sign or its construction at the time of its ~~erection, which sign has never been in conformance~~ placement and that does not comply with all applicable ordinances or ~~codes~~ laws now.~~

~~“Vision clearance area” means an area ~~for the preservation~~ of unobstructed sight distance. ~~Vision clearance areas shall conform to the following requirements:~~~~

~~1. All corner lots shall maintain for safety vision purposes a triangular area, two sides of which shall extend 20 feet along the lot lines from the corner of the lot formed by the intersection of the two streets. Within the triangle no tree shall be allowed, and no fence, shrub, or other physical obstruction higher than 42 inches above the established grade shall be permitted.~~

~~2. On lots upon which a vehicular driveway is maintained, an area of vision clearance shall be maintained on each side of the driveway. The area shall be as defined by a triangle, extending 20 feet along the lot line abutting the street and 20 feet along the driveway MMC 17.44.060 or as otherwise required by law.~~

~~3. If the driveways of adjacent properties vision clearance is affected then the fence, shrub, tree or sign must meet the requirements of subsections 1 and 2 of this definition.~~

~~4. The requirements listed in subsections 1, 2 and 3 of this definition shall be subject to MMC 12.20.030.~~

“Wall plane” includes that portion of a facade that is contained on one general plane. A single wall plane may contain windows and doors but it is generally a solid surface. The fascia of projecting porches or colonnades may be considered part of the wall plane from which the porch or colonnade projects ~~for~~in calculating signage area.

“Wall sign” means a sign attached or erected parallel to and extending not more than one foot from the facade or face of any building to which it is attached. ~~Wall signs shall be supported throughout their entire length, with the exposed face of the sign parallel to the plane of said wall or facade.~~ Signs incorporated into mansard roofs, marquees, or canopies ~~shall~~will be treated as a “sign attached to a building.”

~~“Window sign” means a sign painted on, affixed to, or installed inside a window for purposes of viewing from outside the premises.~~

~~“Yard sale sign” means a temporary sign that advertises a residentially based yard sale.~~ (Ord. 1666 §-2, 2006; Ord. 1563 §-1, 2003; Ord. 1474 §-1, 2001; Ord. 1437 § 1, 2000).

#### **17.50.030 Administration and enforcement.**

A. ~~All new~~ Anyone installing or altering a temporary or permanent ~~signs requires~~sign must obtain a sign permits unless specifically exempted by MMC ~~17.50.070. Sign permits require full conformance~~17.50.070. The sign must comply with all city codes. The land use administrator ~~shall~~will issue all permits for the construction, alteration, and erection of signs in ~~accordance~~accord with the provisions of this ~~section~~Chapter and ~~related chapters and titles of the municipal code~~other applicable laws.

B. ~~It shall be the duty of the~~ The land use administrator, or code enforcement officer, of the city of Milton ~~to~~will interpret and enforce this ~~section~~Chapter. In addition to ~~meeting~~complying with the provisions of this ~~section~~Chapter of the zoning code, the ~~permits~~, materials, structural design, construction, inspection, and maintenance requirements for signs must ~~conform to Chapter 15.04 MMC, comply with the Construction Codes~~ administered by the public works department. ~~In addition, all signs, where appropriate, shall conform to and~~ the current National Electrical Code and the National Electrical Safety Code. (Ord. 1666 §-2, 2006; Ord. 1536 §-1, 2002; Ord. 1437 § 1, 2000).

#### **17.50.040 Permits required.**

A. ~~It shall be~~is unlawful for any person to erect, ~~reerect~~re-erect, construct, enlarge, display, ~~change~~copy, alter or move a sign, or cause the same to be done, without first obtaining a permit for each sign from the land use administrator ~~as required by this chapter~~.

B. ~~A~~ permit ~~shall be~~is required for signs installed simultaneously on a single supporting structure. Thereafter, each additional sign~~(s)~~ erected on the structure must have a separate permit.

C. ~~This section shall not be construed to require an additional~~ No permit is required for an exempt sign or any sign not specifically regulated by this Chapter.

D. No additional permit is needed to repaint, clean, ~~or~~repair, otherwise perform normal maintenance ~~or repair of~~on a permitted sign or sign structure, ~~nor shall it be construed to require an additional permit for the or~~ change ~~of~~ copy ~~for~~on a changeable copy sign. (Ord. 1666 §-2, 2006; Ord. 1437 § 1, 2000).

**17.50.050-Permit application requirements.** 

To obtain a sign permit, the applicant ~~shall~~must make application in writing on forms furnished by the public works department. Every application for a permanent sign ~~shall~~must include the following:

~~A. Telephone number and address of the owner or agent are required on temporary signs. This information need not be on the front of the sign;~~

A. Contact information, if desired, by the permittee.

B. Identification and description of the sign including the type, size, dimensions, height, and number of faces;

C. Description of the land where the proposed sign is to be located by street address;

D. ~~An affidavit that the written consent~~ Consent of the owner or person in legal possession of the property ~~or agent of the owner or person in legal possession of the property to which or~~ upon which the sign is to be erected ~~has been obtained~~or his agent;

E. Sign drawings showing display faces with the proposed message and design accurately represented as to size, area, and dimensions;

F. Site plan drawn to scale containing a north arrow, location of property lines, lot dimensions, location of existing signs, and the location of the proposed sign on the site;

G. Plans, elevations, diagrams, light intensities, structural calculations and other material as may be reasonably required by the land use administrator;

H. If the sign application is for a freestanding sign that proposes a footing, a building permit is required;

I. Documentation demonstrating that the sign installer has a valid Washington State contractor's license when a sign requires a building permit unless the sign is being installed by the owner of the sign;

J. Application for an electrical permit from the city of Milton or other electric provider for any electrical sign;

K. A permit fee as adopted in the latest fee ordinance of the city council;

L. Proof that a city of Milton business license has been obtained by the sign installation contractor and the company that is utilizing the permitted sign if the company utilizing the permitted sign is required to obtain a business license. (Ord. 1837 § 7, 2014; Ord. 1666 § 2, 2006; Ord. 1437 § 1, 2000).

**17.50.060- Prohibited signs.** 

~~The~~ Unless otherwise permitted, the following signs ~~shall~~are not ~~be permitted~~allowed in any zoning district:

A. Signs that pose a hazard to public health or safety, ~~as determined by the building official~~ other than because of the message delivered;

B.- Signs that make use of words such as “Stop,” “Look,” “One-Way,” “Danger,” “Yield,” “Slow, Children At Play,” “Detour,” “Road Construction” or any similar word, phrase, symbol, or ~~light so as to~~lights that interfere with or beare confused with pedestrian or vehicular public safety signs as identified in the AASHTO MUTCD manual but which are not placed by the public authority and are not in compliance with the MUTCD or applicable laws and regulations;

C.- Signs displaying obscene, ~~indecent, or immoral~~ matter. Matter is obscene if

1. the average person, applying contemporary community standards, would find that the sign taken as per Chapter 5.44 MMC; a whole appeals to a prurient interest in sex; and

2. the sign depicts or describes in a patently offensive way, as measured against community standards, sexual conduct Which explicitly depicts or describes patently offensive representations or descriptions of:

(a) Ultimate sexual acts, normal or perverted, actual or simulated; or

(b) Masturbation, fellatio, cunnilingus, bestiality, excretory functions, or lewd exhibition of the genitals or genital area; or

(c) Violent or destructive sexual acts, including but not limited to human or animal mutilation, dismemberment, rape or torture; and

3. the sign taken as a whole lacks serious literary, artistic, political or scientific value.

D.- Signs that obstruct ingress or egress from fire escapes, doors, windows, or other exits or entrances;

E.- Signs ~~attached to or placed on any stationary vehicle or trailer, whether operating or not, so as to be visible from a public right-of-way~~vehicles or trailers that are parked or located for the primary purpose of providing advertisement of services or products or for displaying the purpose of directing people to a business. This provision shall sign unless otherwise specifically allowed by this Chapter (this does not apply to the identification of a firm allowed portable signs or its principal products to signs or lettering on operable buses, taxis, or vehicles operating induring the normal course of business. Public transit buses and licensed taxis are exempt from this restriction; excludes signs to advertise the sale of said vehicle);

~~F. Off-premises signs except for off-premises real estate signs as permitted under MMC 17.50.140;~~

F. Off-premises signs;

G.- Rotating and revolving signs;

H.- Signs containing strobe lights that are visible beyond the property line;

I.- Abandoned signs;

J.- Permanent signs on undeveloped sites, ~~except for subdivision signs;~~

K.- Outdoor, portable electric signs;

L.- Mobile reader board signs except as permitted under MMC ~~17.50.140~~17.50.140 as temporary signs;

M.- Signs on utility poles;

~~N. Signs on sign posts of advisory signs such as “curve ahead,” “crosswalk,” or “road narrows”;~~  
~~O. N. Blinking or flashing lights, balloons, searchlights, clusters of flags, strings of twirlers or propellers, flares, and other displays of a carnival nature, grand opening displays, or on a limited basis as seasonal decorations except as provided for in MMC 17.50.140; carnival like displays;~~

~~P. O. Banners except as approved as temporary signs under MMC 17.50.140; 17.50.140;~~

~~Q. P. Balloons except as approved as temporary signs under MMC 17.50.140; 17.50.140;~~

~~R. Signs on or eligible for listing on federal or state historic registers are excluded from this provision;~~

~~S. Q. No public address system or sound devices shall be used in conjunction with any sign or advertising device;~~

~~T. No sign shall may be used as a fence nor shall may any fence be used as a sign nor shall may any sign be attached to a fence, but a temporary sign may be attached to a fence;~~

~~U. Billboard signs~~ R. Billboards; and

~~V. S. Any other type or kind of sign that does not comply with the terms, conditions, provisions, and intent contained in this chapter and Chapter or other applicable ordinances. law or ordinance. (Ord. 1712 §-1, 2007; Ord. 1666 §-2, 2006; Ord. 1437 § 1, 2000).~~

**17.50.070 Exempt signs.** 

The following signs do not require a permit for installation. All other provisions of this chapter apply.

~~A. Temporary political signs under six square feet per face;~~

~~B. Legal notices, identification, traffic, or other signs erected or required by governmental authority under any law, statute or ordinance;~~

~~C. Seasonal holiday decorations not including any form of advertising or the name of a business;~~

~~D. Handicap parking signs;~~

~~E. Signs on product dispensers permitted outside of a business. These signs may include signs on vending machines and gas pumps;~~

~~F. Menu boards for drive through businesses; provided, that the copy on the sign is not intended to be readable from a public right of way;~~

~~G. Professional nameplates not exceeding two square feet in area;~~

~~H. Plaques, tablets or inscriptions indicating the name of a building, date of erection, or other commemorative information, that are an integral part of the building structure or are attached flat to the face of the building, that are nonilluminated, and that do not exceed four square feet in surface area;~~

~~I. Signs of the state, city or public service companies indicating danger, aids to service or safety, traffic control or traffic direction signs or signs identifying programs such as the adopt a road litter control program, etc.;~~

~~J. B. Signs erected or sanctioned by a government agency;~~

~~C. Historic site markers, plaques, or gravestones and signs on or eligible for listing on federal or state historic registers are excluded from this provision;~~

~~K. D. Address numbers or signs depicting a family name, such as Keck’s residence, identification;~~

~~L. Signs on structures or improvements intended for a separate use, such as phone booths, charitable donation containers, and recycling boxes;~~

~~M. Building addresses with numbers and letters not more than 10 inches in height;~~

~~N. E. Signs not oriented or intended to be legible from a right-of-way, or other property, or from the air. Examples may include signs identifying rules for a swimming pool, signs identifying restroom facilities, parking regulations and tow-away signs;~~

~~O. Parking lot painting of handicap symbols, striping, numbers, and notations of compact spaces;~~

~~P. F. Painted wall decorations or murals;~~

~~Q. Painted wall highlights;~~

~~R. Signs affected by stipulated judgments to which the city is a party, entered by courts of competent jurisdiction;~~

~~S. G. National, State and City Flags; and ~~commercial flags not to exceed 12 in number; and~~~~

~~F. H. Locally designated historic signs. The Milton Light and Water sign located on the western building elevation of the Public Works Building at 1000 Laurel Street has been identified as a sign of locally important historical significance. (Ord. 1666 § 2, 2006; Ord. 1437 § 1, 2000).~~

### **17.50.080 - General provisions.**

~~A. The area of all signs shall may not exceed 200 square feet except for uses with building fronts more than 100 feet long. For uses in which the building linear front footage exceeds 100 feet, the maximum area of all signs shall may not exceed an area equal to two times the linear front footage of the building or 450 square feet, whichever is less. Multiple occupancy buildings may display an additional 50 square feet of wall signage for no more than two building ~~tenants~~ occupants, other than the primary tenant occupant, subject to the provisions of MMC ~~17.50.110~~. ~~In no instance shall the primary tenant be permitted to use any of the additional signage to increase the maximum allowed signage for the primary tenant.~~ 17.50.110.~~

~~B. Number and Spacing of Monument Signs. One monument sign is permitted per primary street frontage; ~~one additional monument sign is permitted for each additional 300 feet of primary street frontage.~~ Multiple monument signs shall must be a minimum of 250 feet apart along one or more street frontages.~~

~~C. Indirect Lighting. Monument signs, where permitted in residential zones (RS, RMD, RM), shall may only be illuminated from an indirect source. ~~Civic uses that are a permitted or a conditional use in the residential zones may have an "electronic sign," subject to the approval of a conditional use permit for the sign. For civic uses that are conditional uses in the residential zones, the approval for the use and the sign may be combined into a single conditional use permit.~~ (Ord. 1666 § 2, 2006; Ord. 1474 § 2, 2001; Ord. 1437 § 1, 2000).~~

### **17.50.083 - Signs in the right-of-way.**

~~A. ~~With the exception of~~ Except for traffic control and advisement signs, A devices, Sandwich board ~~/sandwich board signs, open house signs, real estate directional arrow~~ signs, temporary ~~political~~ signs, temporary construction signs associated with work within the public right-of-way, and properly authorized banners (see MMC ~~17.50.140(A)(4)~~, 17.50.140), no signs shall may be erected or placed within the public right-of-way. ~~Traffic control and advisement~~ Sandwich board signs, ~~A-board/sandwich board signs, open house signs, and real estate directional arrow~~ temporary signs may be placed in the right-of-way outside of median strips, public sidewalks, and vehicular and bicycle lanes. They may not block~~

driveways or be affixed to utility poles, trees, or traffic signs/control devices, and shall/may not block vision clearance areas.

B. Vision Clearance Area. Pole signs are permitted in the vision clearance area where the bottom of the sign is at least 10 feet above the elevation of the street grade.

C. Vehicle Area Clearances. When a sign extends over a private area where vehicles travel or are parked, the bottom of the sign structure must be at least 14 feet above the ground. Vehicle areas include driveways, alleys, parking areas, and loading and maneuvering areas. Exceptions are prohibited.

D. Pedestrian Area Clearances. When a sign extends over a walkway or other space accessible to pedestrians, the bottom of the sign structure must be at least eight feet above the ground. Exceptions are prohibited. (Ord. 1666 § 2, 2006; Ord. 1474 § 2, 2001; Ord. 1437 § 1, 2000).

### 17.50.085 Freeway signs

Freeway signs are located along and specifically oriented toward traffic on I-5.

A. Maximum Number and Spacing.

1. RS, RMD, RM, MX, CF, OS: Zero.

2. B, M-1: One per parcel or one per planned center when the parcel or planned center directly abuts the I-5 right-of-way. The parcel or planned center shall/must be a minimum of 12,000 square feet in area, or have been legally created prior to January 1, 2003, in order to erect a freeway sign. The freeway sign is in addition to other allowed signage, it shall/must be located along the side of the property nearest I-5, and it shall/must be oriented toward I-5.

B. Size Allocation.

1. RS, RMD, RM, MX, CF, OS: Does not apply.

2. B, M-1: Up to a maximum sign area of 250 square feet. No sign face shall/may exceed 125 square feet.

C. Maximum Height.

1. RS, RMD, RM, MX, CF, OS: Does not apply.

2. B, M-1: 40 feet.

D. Landscape and Siting Requirements. Freeway signs shall/must be located in a planting bed of equal area to the area of the sign. The planting bed may be included within the planting strips required under Chapter ~~17.15C~~ 17.15C MMC, Landscape regulations table. The minimum dimension of the planting bed shall/must be 10 feet measured from inside face of the curb to inside face of curb. The planting beds shall/will be improved with the following:

1. One gallon groundcover planted 12 inches on center; and

2.- One shrub per 10 square feet of sign area. Shrubs located within the vision clearance area ~~shall~~may not be taller than 36 inches. (Ord. 1666 §-2, 2006; Ord. 1563 §-2, 2003).

**17.50.090- Pole signs:** 

Pole signs are an alternative to monument signs for planned centers ~~on parcels of five acres or greater with a minimum of 300 feet of street frontage.~~

A.- Maximum Number and Spacing.

1.- RS, RMD, RM, MX: Zero.

~~2.- B, CF, M-1, OS: One center identification sign per parcel of five acres or greater with a minimum of 300 feet of street frontage or one per planned center of five acres or greater with a minimum of 300 feet of street frontage. One additional center identification pole sign is permitted for each additional 300-lineal feet of street frontage. Multiple center identification pole signs shall be a minimum of 250 feet apart along one or more street frontages.~~

2. B, CF, M-1, OS: One center identification sign per parcel.

B.- Size Allocation.

1.- RS, RMD, RM, MX: Does not apply.

2.- B, CF, M-1, OS: ~~One square foot of sign area for each lineal foot of primary street frontage up to a maximum-~~Maximum sign area of 200 square feet. No sign face ~~shall~~may exceed 100 square feet.

C.- Maximum Height.

1.- RS, RMD, MX: Does not apply.

2.- RM: 12 feet.

3.- B, CF, M-1, OS: 20 feet.

D.- Landscape and Siting Requirements. Pole signs ~~shall~~must be located in a planting bed of equal area to the area of the sign. The planting bed may be included within the planting strips required under Chapter ~~17.15C~~17.15C MMC-, Landscape regulations table. The minimum dimension of the planting bed ~~shall~~must be five feet measured from inside face of curb to inside face of curb. The planting beds ~~shall~~will be improved with the following:

1.- One gallon groundcover planted 12 inches on center; and

2.- One shrub per 10 square feet of sign area. Shrubs located within the vision clearance area ~~shall~~be ~~may~~not be taller than 36 inches. (Ord. 1666 §-2, 2006; Ord. 1474 §-3, 2001; Ord. 1437 § 1, 2000).

**17.50.100- Monument signs:** 

Monument signs with a height ranging from five to 12 feet above the average ground elevation, and a base (not included in the sign surface area calculation) that is attached to the ground as a wide base of solid construction so that the bottom of the sign is no more than six inches above the base are the preferred sign type along street frontages.

A. Maximum Number.

1. RS, RMD, MX: Zero for residential uses; one per street frontage for permitted or conditionally permitted nonresidential uses. One subdivision identification sign is permitted per subdivision ~~greater than four gross acres in size.~~
2. RM: One per street frontage. ~~The parcel must have a minimum 30 feet of street frontage.~~
3. B, CF, M-1, OS: One per street frontage. ~~The parcel must have a minimum of 30 feet of street frontage.~~

B. Size Allocation.

1. RS, RMD, MX: ~~Does not apply to residential uses.~~ Maximum 64 square feet for permitted or conditionally permitted ~~nonresidential~~ uses; except for a subdivision identification sign which may be a maximum of 36 square feet.
2. RM: 64 square feet.
3. B, CF, M-1, OS: Minimum of 32 square feet ~~plus one square foot per lineal foot of primary street frontage~~ up to a maximum sign area of 96 square feet. No sign face ~~shall~~may exceed 48 square feet.

C. Maximum Height.

1. RS, RMD, MX: Eight feet.
2. RM: 12 feet.
3. B, CF, M-1, OS: 12 feet.

D. Landscape and Siting Requirements. Monument signs ~~shall~~must be located in a planting bed of equal area to the area of the sign. The planting bed may be included within the planting strips required under Chapter ~~17.15C~~17.15C MMC-, Landscape regulations table. The minimum dimension of the planting bed ~~shall~~must be five feet measured from inside face of curb to inside face of curb. The planting beds ~~shall~~will be improved with the following:

1. One gallon groundcover planted 12 inches on center; and
2. One shrub per 10 square feet of sign area. Shrubs located within the vision clearance area ~~shall~~may not be taller than 36 inches.

E. When Not Allowed. A monument sign is not permitted if existing signs attached to buildings exceed the limit of 15 percent of the wall area. (Ord. 1666 § 2, 2006; Ord. 1437 § 1, 2000).

**17.50.105 Mixed use town center monument sign.** 

~~A. In addition to any other signs allowed by this chapter and notwithstanding any restriction placed by this chapter on off premises signs, there is allowed one community monument sign in the mixed use town center. This community monument sign may be placed anywhere within the area depicted in Exhibit A, attached to Ordinance 1577 and incorporated by this reference as if set forth in full.~~

~~B. The community monument sign allowed by this section shall be permitted by Ordinance 1577 may continue as a maximum of eight feet high, one foot thick and 64 square feet of area nonconforming use.~~

~~C. Only one community monument sign shall be allowed for the businesses located in the MX district.~~

~~D. The Milton/Edgewood Chamber of Commerce or the first MX district business to submit a complete application for a sign permit for a community monument sign shall be authorized to construct and maintain the sign upon acquiring approval of the permit. Any sign permit issued for a community monument sign shall expire if the sign is not constructed within six months of permit issuance, subject to a six-month extension for good cause as determined by the planning and community development director. If a sign permit expires or is denied, the right to build the sign shall go to the next person to file a complete permit application.~~

~~E. In addition to the requirements specified in MMC 17.50.050, an application for a community monument sign shall contain the following information:~~

~~1. An affidavit or declaration of mailing evidencing that all businesses within the MX district have been notified of the opportunity to have their business advertised on the community monument sign. Said notice shall have given businesses at least 15 days to elect to participate by written mailed or delivered response to a specified address. Said notice shall be mailed to the addresses of each business as identified in records at the Pierce County assessor's office.~~

~~2. A list of all those businesses that have elected to participate.~~

~~3. An acknowledgement approved in form by the city that the applicant agrees to assume full responsibility for maintenance of the sign and compliance with applicable city regulations. The acknowledgement shall provide that the applicant may transfer its responsibilities to any other MX district business owner willing to sign the acknowledgement if a copy of the new acknowledgement is provided to the city.~~

~~4. An easement approved as to form by the city that authorizes the city to remove the sign at the expense of the person or entity subject to the acknowledgement identified in subsection (E)(3) of this section if the acknowledgor relinquishes its responsibilities to maintain the sign or comply with city regulations. The acknowledgor shall be deemed to have relinquished its responsibilities if it fails to undertake an act required by this section within 30 days of receiving written notice from the city.~~

~~F. In addition to any other requirement that may apply to a sign permit, the following conditions apply for the issuance of a sign permit for a community monument sign:~~

~~1. All businesses identified in subsection (E)(2) of this section shall have equal advertising space on the community monument sign. The acknowledgor can condition the participation of each business on entering into a private agreement with the acknowledgor to reimburse the acknowledgor for its proportionate share of costs in constructing the sign and fulfilling its responsibilities imposed by this code section. All advertising on the community monument sign shall be limited to advertising MX district businesses. Beyond those limitations identified in this subsection, the acknowledgor may not place any further limitations on participation in the community monument sign.~~

~~2. The community monument sign as proposed will comply with the requirements of this section and all other applicable city requirements.~~

~~G. The person or entity subject to the acknowledgement in subsection (E)(3) of this section shall have the following responsibilities upon permit issuance:~~

~~1. Ensure that the sign complies with all city regulations during the life of the sign, including maintenance responsibilities imposed by MMC 17.50.160 as now or hereafter amended.~~

~~2. Remove businesses advertised on the community monument sign that are no longer located within the MX district and replace them with businesses that wish to participate and have located in the MX district after notice to MX business was issued under subsection (E)(1) of this section. Businesses shall be given priority in order of seniority in the MX district. If no new business wishes to replace a~~

~~business that is removed from the sign, the acknowledgment may inquire if businesses that previously declined to participate in the sign wish to be added, in order of seniority in the MX district. Any newly participating business shall be subject to the applicable limitations of subsection (F)(1) of this section. (Ord. 1666 § 2, 2006; Ord. 1663 § 19, 2006; Ord. 1577 § 1, 2003).~~

**17.50.110 Signs attached to buildings.** 

Awning, fascia, graphic, marquee, roof, and wall signs are permitted signs for attachment to buildings. Signs attached to buildings are permitted on wall elevations that are viewable from public rights-of-way or on wall elevations containing public entrances to the building.

A. Maximum Number. No limit within the size allocation. A limit of one roof sign per wall elevation viewable to the public (see roof sign definition). Multiple occupancy buildings may display one additional wall sign for each ~~tenant, other than the primary tenant, up to a maximum of two additional secondary tenant signs~~additional occupant, subject to the maximum area per sign described in subsection C of this section.

B. Size Allocation.

1. RS, RMD: Four square feet ~~for residential uses; or~~ 10 percent of the wall area ~~for permitted or conditionally permitted nonresidential uses, whichever is greater.~~
2. RM: Eight square feet.
3. MX: 48 square feet or 15 percent of the wall area, whichever is greater.
4. B, CF, M-1, OS: 48 square feet or 15 percent of the wall area, whichever is greater.

C. Maximum Area per Sign.

1. RS, RMD: ~~Four square feet;~~ 32 square feet per sign ~~for signs for permitted or conditionally permitted nonresidential uses~~ (roof signs are prohibited).
2. RM: Eight square feet (roof signs are prohibited).
3. MX: 100 square feet (each roof sign may be a maximum of 48 square feet, where no sign face may exceed 24 square feet). For multiple occupancy buildings, the individual building ~~tenant~~occupant signs allowed by subsection A of this section ~~shall~~may not exceed 25 square feet per sign face.
4. B, M-1: 200 square feet (each roof sign may be a maximum of 48 square feet, where no sign face may exceed 24 square feet). For multiple occupancy buildings, the individual ~~building tenant~~occupant signs allowed by subsection A of this section ~~shall~~may not exceed 25 square feet per sign face.
5. CF, OS: 100 square feet (each roof sign may be a maximum of 48 square feet, where no sign face may exceed 24 square feet).

D. Wall signs ~~shall~~may not exceed 12 inches in thickness.

:-

E. Illumination. The illumination of signs shall not interfere with traffic, traffic control devices or the signs of others. Signs on awnings or canopies may not be illuminated internally if the light illuminates other than the sign.

(Ord. 1666 §-2, 2006; Ord. 1474 §-4, 2001; Ord. 1437 § 1, 2000).

**17.50.120** ~~A-board/sandwich~~ Sandwich board signs. 

A. Maximum Number.

1. RS, RMD, RM: Zero.

2. B, CF, M-1, MX, OS: One.

B. Size Allocation.

1. RS, RMD, RM: Does not apply.

2. B, CF, M-1, MX, OS: 12 square feet.

C. Maximum Height.

1. RS, RMD, RM: Does not apply.

2. B, CF, M-1, MX, OS: Four feet.

~~D. No Obstruction. Sandwich board signs must be place so they do not obstruct the passage or view of vehicles or pedestrian on or entering the public way.~~

~~E. Duration. A- Sandwich board/sandwich board signs are sign is permitted to remain in place only during the hours of a business' operation. A board/sandwich board signs shall be removed at the close of business each day so long as it is providing immediately useful information.~~ (Ord. 1666 §-2, 2006; Ord. 1437 § 1, 2000).

**17.50.130** Directional signs. 

~~A. Type. Directional signs refer to a permanently erected single or double faced sign designed to guide or direct pedestrian or vehicular traffic to an area, place, or convenience.~~

~~B. Content. Directional signs shall only contain information on exits, entrances, parking, telephones, restrooms, or similar types of information and the name and/or logo of the business where the directional sign is located.~~

~~C. Number. One per directional access from a primary street frontage plus one additional directional sign per business.~~

~~D. Size and Height. The maximum size of directional signs shall be six square feet. The maximum height for directional signs shall be 42 inches. (Ord. 1666 § 2, 2006; Ord. 1437 § 1, 2000).~~

**17.50.135** Political signs. 

~~A. Political signs that require a building or electrical permit are prohibited.~~

~~B. Political signs on private property shall be subject to all applicable permit requirements.~~

~~C. Political signs are allowed in all zones.~~

~~D. Political signs on private property shall be limited to one sign per street frontage, and shall be no greater than 16 feet in area. (Ord. 1666 § 2, 2006).~~

17.50.140 Temporary signs: 

A. Temporary signs ~~shall~~must conform to MMC ~~17.50.080-17.50.080.~~

~~1. Unless otherwise identified below, the duration of display of a temporary sign shall not exceed 90 days during any 12-month period, unless otherwise noted in subsection B of this section;~~

~~2-1. No flashing temporary signs of any type shall be~~is permitted; however, internally illuminated signs, e.g., portable reader boards, ~~shall be~~are permitted; ~~provided, that if~~ they conform to the current National Electrical Code and the National Electrical Safety Code;

~~3-2. All temporary signs shall~~must be securely fastened and positioned in place so as not to constitute a hazard to pedestrians or motorists;

~~4-3. No temporary sign shall~~may project over or into a public right-of-way or property except properly authorized banners over streets installed by the city of Milton.

B. The duration of display for the following temporary signs shall be as follows:

~~1. Grand opening displays including: posters, pennants, banners, Blinking or streamers, flashing lights, balloons, banners, searchlights, clusters of flags, strings of twirlers or propellers, flares, air dancers and other displays of a carnival nature (12-day maximum time period);~~

~~2. Lawn signs (30-day maximum time period);~~

~~3. Liquidation signs (one week maximum time period);~~

~~4. Garage, porch, and patio sale signs (72-hour maximum time period);~~

~~5. Yard sale signs (72-hour maximum time period);~~

~~6. Real estate signs (30-day maximum time period beyond the date when the property is sold or no longer offered for sale);~~

~~7. Off-premises real estate signs (daily, signs like displays may only be posted displayed before and during the hours of 8:00 a.m. and 6:00 p.m.);~~

~~8. Open house signs (72-hour maximum time period);~~

~~9. Subdivision signs (30-day maximum time period beyond the date when the final certificate of occupancy has been issued);~~

~~10. Construction signs denoting the architect, engineer or contractor, when placed upon the premises while construction work is in progress. Said signs not to exceed 16 square feet in area (30-day maximum time period beyond the date when the certificate of occupancy is issued for the last structure);~~

~~11. Nonprofit institutional signs for the purpose of soliciting funds for a capital project on the site. Such signs may not be permitted at the same time an event so long as a construction sign (maximum three-years from date of permit application);~~

~~12. Rooftop balloon signs with a vertical dimension not greater than 25 feet (maximum of one week per the display does not exceed thirty days during a calendar year per business); quarter;~~

~~13. Banners (maximum of six 21-day periods per calendar year);~~

~~14. Mobile reader boards, fence signs and off premise signs may be used a reasonable time before and during an event;~~

~~3. Temporary signs, sports field (maximum of 75 days per calendar year); and~~

~~15. Political signs shall be removed within seven days after the election, except that a candidate who wins a primary election may continue to display political signs until seven days after the general election. (Ord-~~

1666 § 2, 2006; Ord. 1649 § 1, 2005; Ord. 1474 § 5, 2001; Ord. 1437 § 1, 2000). ~~be placed a reasonable time prior to the event or happening;~~

4. Yard signs not exceeding 24 inches by 36 inches are permitted in all residential zones for not more than 90 days in a calendar year; and

5. Signs permitted by this section must be removed promptly after the event or happening.

C. The duration of displays in Business and Industrial zones west of Interstate 5.

1. The temporary signs described in this section may be extended by permit under 17.50.180 in B and M-1 zones west of Interstate 5 for indefinite periods so long as the sign is not a permanent sign.

2. In applying for a Deviation under this subsection, only the criteria in 17.50.180 C. 3, 5 and 6 need be met.

3. Signs under this subsection have no nonconforming rights.

**17.50.145 Uptown Standards.**

A. This section applies only to the Uptown District. The specific regulations in this section apply only to Uptown District but do not supplement or otherwise effect any other regulation in this Chapter.

B. Portable, Temporary and Sandwich Board signs are not allowed on the sidewalks, and no more than one such sign per 100 feet of frontage is allowed. A permit is required for portable signs. There is no fee for the permit for Temporary Signs.

C. Air dancers and feather flags are not permitted.

D. Perpendicular Wall Signs. Perpendicular signs are permitted for pedestrian traffic, but may not exceed four square feet.

E. Monument or Freestanding Signs are required for all separate structures.

**17.50.150- Nonconforming signs.** 

A. ~~A sign is legally nonconforming if it is out of conformance with this code, and:~~

~~1. The sign was lawfully erected in compliance with the applicable sign ordinance of the city or county which ~~that~~ was effective at the time of sign installation, and a valid permit for such sign exists; ~~or.~~~~

~~2. The sign was erected prior to January 1, 1996.~~

B. ~~A legal nonconforming sign shall~~must be brought into compliance with this chapter or ~~shall be~~ removed if:

1. ~~The sign is abandoned;~~

2. ~~The sign is damaged in excess of~~more than 50 percent of its replacement value, unless such destruction is the result of vandalism or intentional destruction or removal by someone not authorized by the sign owner;

3.- The owner seeks to change the sign structure supporting, holding, or surrounding the sign, other than minor maintenance or repair;

4.- The ~~tenant~~occupant space(s) to which the sign applies is undergoing an expansion or renovation ~~which~~that increases the size of the ~~tenant~~occupant space floor area or site coverage by 20 percent or more, or the value of the expansion or renovation exceeds 50 percent of the assessed value of the structure;

5.- The building to which the sign applies is demolished; ~~;~~ or

6. The sign is more than 20 years old. (Ord. 1716 §-1, 2008; Ord. 1666 §-2, 2006; Ord. 1437 § 1, 2000).

#### 17.50.160- Maintenance of signs.

All signs and landscape, including signs heretofore installed, ~~shall~~must be constantly maintained in a state of security, safety, and repair. ~~If any sign is found not to be so maintained or is insecurely fastened or otherwise dangerous (see dangerous signs), it shall be the duty of the~~The owner ~~and/or~~ occupant of the premises on which ~~the sign is fastened to~~any sign is not securely, safely and properly maintained or is ~~dangerous~~ must repair or remove the sign within five working days after receiving notice from the building official. ~~For damaged signs, it shall be the duty of the~~The owner ~~and/or~~ occupant ~~to~~must repair or remove ~~the sign~~damaged signs or signs in disrepair within 30 days. The premises surrounding a sign ~~shall~~must be free and clear of rubbish and the landscaping area free of weeds. (Ord. 1666 §-2, 2006; Ord. 1437 § 1, 2000).

#### 17.50.170- Removal of signs.

A.- All signs and sign structures ~~nonconforming in the structural requirements as specified in the International Building Code which as a consequence~~that do not conform to the Construction Codes, MMC 15.05, that are a hazard to life and property, or ~~which~~that by ~~its~~their condition or location present an immediate and ~~serious~~danger to the public, ~~shall~~must be discontinued or made to conform within the time the building official may specify. ~~In the event~~If the owner ~~of such sign~~ cannot be found or refuses to comply with the order to remove, the building official ~~shall~~may then have the dangerous sign removed and the owner cited. The cost of removing the sign plus administrative costs will be charged to the property owner.

B.- Any person who owns or leases a nonconforming sign ~~shall~~must remove ~~such sign when~~the sign when it has been abandoned; ~~;~~

~~1.-~~C. ~~If the person who owns or leases such~~permittee has not identified himself, ~~the City may remove any sign~~ fails to remove once it ~~as provided in~~has ceased to be relevant, if it should be removed under this section, ~~the building official shall give or if the owner of~~City might have requested the building, structure, or premises upon which such sign is located 60 days' written notice to ~~permittee~~ remove it; ~~;~~

~~2. If the sign has not been removed at the expiration of the 60 days' notice, the building official may remove such sign at cost to the owner of the building, structure, or premises; and~~

~~3. Costs incurred by the city of Milton due to removal may be made a lien against the land or premises on which such sign is located, after notice and hearing, and may be collected or foreclosed in the same manner as liens otherwise entered in the liens docket of the city.~~C. (Ord. 1666 §-2, 2006; Ord. 1663 §-20, 2006; Ord. 1437 § 1, 2000).

**17.50.180- Deviation from standards.** 

A.- Authority. The land use administrator may grant a deviation from the requirements of this chapter using Process II (Chapter ~~17.71 MMC~~, 17.71 MMC). In granting any deviation, the director may prescribe conditions that are necessary to satisfy the criteria below.

B.- Nonconforming signs. The land use administrator may grant a deviation from standards from the provisions of MMC ~~17.50.150~~(17.50.150)(B)(4) requiring the removal of a nonconforming sign because of a change in copy only if the circumstances prompting the deviation from standards request do not result from the actions of the applicant. A change in telephone area code or street name are two examples of potential changes in copy that would not be prompted by the actions of the applicant.

C.- Standards. The land use administrator may grant a deviation from standards of this chapter only if the applicant demonstrates compliance with the following criteria:

1.- The deviation from standards as approved ~~shall~~does not constitute a grant ~~which~~that is inconsistent with the intent of the sign code;

2. ~~That the~~ The deviation from standards is necessary because of special circumstances relating to the size, shape, topography, location, or surroundings of the subject property to provide it with use rights and privileges permitted to other properties in the vicinity and in the zone in which the subject property is located;

3. ~~That the~~ The granting of the deviation from standards will not be materially detrimental to the public welfare or injurious to property or improvements in the vicinity and in the zone in which the subject property is located;

4. ~~That the~~ The special conditions and circumstances prompting the deviation from standards request do not result from the actions of the applicant;

5. ~~That the~~ The deviation from standards as granted represents the least amount of deviation from the prescribed regulations necessary to accomplish the purpose for which the deviation from standards is sought and ~~which~~that is consistent with the stated intent of this chapter; and

~~6. That the granting of the deviation from standards shall result in greater convenience to the public in identifying the business location for which a sign code deviation from standards is sought; and~~

7. ~~That the~~ 6. The granting of the deviation from standards will not constitute a public nuisance or adversely affect the public safety and the proposed deviation from standards ~~shall~~does not interfere with the location and identification of adjacent buildings or activities. (~~Ord. 1741 § 23, 2009; Ord. 1666 § 2, 2006; Ord. 1437 § 1, 2000~~).

D. Other considerations. The land use administrator will grant deviations that are necessary to comply with MMC 17.50.182. The administrator will also consider deviations necessary to harmonize a sign with any associated structures of a recognized architectural style whether new construction or an existing structure. (Ord. 1741 § 23, 2009; Ord. 1666 § 2, 2006; Ord. 1437 § 1, 2000).

**17.50.182 Construction.**

1. Not content based. The City recognizes that content-based laws target speech based on its communicative content, they are presumptively unconstitutional and may be justified only if the

government proves that they are narrowly tailored to serve compelling state interests. Except where a compelling state interest is involved such as the control of public safety matters, this Chapter does not in any way deal with the content of signs other than as expressly stated.

2. Narrowly construed. This Chapter shall be narrowly construed to impose the least impingement on free speech and expression as is consistent with the exercise of the police power of the City.

3. No criminal activity permitted. Nothing in this subsection shall be construed as permitting the public display of illegal pornography, or the solicitation for the commission of crimes or treason.

### **17.50.185 Signs of Historical Community Significance.**

1. A sign may be designated by the City Council as a sign of historical community significance.

2. When a sign of historical community significance is reestablished after a period of absence, the sign must be restored to its historic appearance, height, and width to be classified as a historically significant. If the sign is altered, including but not limited to additional messaging that was not historically present, the sign will not be considered historically significant.

### **17.50.190 Penalty for violations.**

A. It shall be unlawful for any person, firm, or corporation to erect, construct, enlarge, alter, move, improve, convert, demolish, equip, or use any sign or sign structure in the city, or cause or permit the same to be done, contrary or in violation of any provisions of this chapter.

B. Any person, firm, or corporation violating any of the provisions of this chapter shall be guilty of a misdemeanor and punishable as set forth in Chapter 1.08 Section 9.04.040 MMC. (Ord. 1666 § 2, 2006; Ord. 1536 § 2, 2002; Ord. 1437 § 1, 2000).

### **17.50.200 Severability.**

If any clause, sentence, paragraph, section or part of this chapter or the application thereof to any person or circumstances shall be adjudged by any court of competent jurisdiction to be invalid, such order or judgement shall be confined in its operation to the controversy in which it was rendered and shall not affect or invalidate the remainder of any part thereof to any other person or circumstances and to this end the provisions of each clause, sentence, paragraph, section or part of this law are hereby declared to be severable. (Ord. 1666 § 2, 2006; Ord. 1437 § 1, 2000).



**End red-lined version - Back to Agenda Bill**

## Chapter 17.50

### SIGN CODE

#### Sections:

- 17.50.010 Purpose.
- 17.50.020 Definitions.
- 17.50.030 Administration and enforcement.
- 17.50.040 Permits required.
- 17.50.050 Permit application requirements.
- 17.50.060 Prohibited signs.
- 17.50.070 Exempt signs.
- 17.50.080 General provisions.
- 17.50.083 Signs in the right-of-way.
- 17.50.085 Freeway signs.
- 17.50.090 Pole signs.
- 17.50.100 Monument signs.
- 17.50.105 Mixed use town center monument sign.
- 17.50.110 Signs attached to buildings.
- 17.50.120 Sandwich board signs.
- 17.50.130 Directional signs.
- 17.50.135 Political signs.
- 17.50.140 Temporary signs.
- 17.50.150 Nonconforming signs.
- 17.50.160 Maintenance of signs.
- 17.50.170 Removal of signs.
- 17.50.180 Deviation from standards.
- 17.50.182 Construction.
- 17.50.185 Signs of Historical Community Significance.
- 17.50.190 Penalty for violations.
- 17.50.200 Severability.

#### **17.50.010 Purpose.**

The purpose of this chapter is to regulate the installation, alteration, relocation, number, size, height, material, and placement of signs within the city. Consistent with the comprehensive plan, the regulation of signs protects the health, safety, and welfare of the citizens. It promotes the aesthetic appearance of the city to maintain and protects the value of property. It encourages quality design that creates an attractive and harmonious community and business environment. It provides businesses with the adequate means to advertise their products and services. It preserves the right of free speech exercised by its citizens. (Ord. 1666 § 2, 2006; Ord. 1437 § 1, 2000).

**17.50.020 Definitions.**

“Abandoned sign” includes a sign that has not been changed or removed within 180 days of ceasing to be relevant.

“Awning” means any structure made of cloth, metal, or other material with a frame attached to a building. Some awnings can be raised flat against the building when not in use.

“Awning sign” means a sign affixed to the surface of an awning.

“Banner sign” means a sign made of cloth, fabric, paper, flexible plastic or material. Banners may contain text, numbers, graphic images or symbols. Pennants and flags are not considered banners.

“Billboard” means a preprinted or hand painted changeable copy sign. It includes both the structural framework that supports a billboard and any message. Although sometimes smaller, billboard sizes often range from 12 to 14 feet in height and 24 to 48 feet in width. A billboard is not a “changeable copy sign” as defined below.

“Building facade” means the exterior walls of a building exposed to public view or that cannot be viewed by those within the building.

“Canopy” means any structure, other than an awning, made of cloth, metal, or other materials with framework attached to a building or carried by a frame supported by the ground.

“Canopy sign” means a sign erected upon, under, against or directly above a canopy.

“Changeable copy sign (manual)” means any sign that is designed so that characters, letters, or illustrations can be changed or rearranged by hand without altering the face or the surface of the sign; i.e., reader boards with changeable pictorial panels. A billboard is not a changeable copy sign.

“Changing message center” means an electronically controlled sign, message center, or reader board.

“Dangerous sign” means a sign that by nature of its condition is hazardous to the public’s health, safety, and welfare.

“Display surface” means the area made available by the sign structure for displaying a message.

“Double-faced sign” means a sign that has a message on opposite sides of a single display surface or sign structure. Wedge, round or multifaceted signs are not double-faced signs when determining square footage. Instead, the area of each face of such signs is used when figuring square footage.

“Electrical sign” means a sign or sign structure that uses electrical wiring, connections or fixtures as a part of the sign, but not including signs illuminated by an exterior light source.

“Electronic sign” means a sign designed to allow changes in the sign electronically.

“Festoon” means a strip, string or cluster of balloons.

“Flag” means a piece of cloth or other flexible material.

“Flag, Feather” is a flag supported on a vertical pole, arched or right angled at the top to keep the flag open. Feather Flag are temporary signs.

“Flashing sign” means a sign or a portion thereof that changes light intensity or switches on and off, contains motion or the optical illusion of motion by use of electrical energy. Changing message centers are not flashing signs.

“Freestanding letters” means individual letters, characters or marks comprising any portion of a sign or sign structure, whether erected flat against a wall or upon a framework for support.

“Freestanding sign” means a sign supported by poles, uprights, braces, or standards and is not connected to or supported by any other structure. Pole signs and monument signs are examples of freestanding signs.

“Freeway sign” means a pole or monument sign that is allowed by code for those properties that are located along the Interstate 5 (I-5) right-of-way as defined in 17.50.085. “Freeway signs” are specifically oriented to the traffic on the interstate rather than other state or local roadways.

“Grade” means the elevation or level of the street (or parking lot) closest to the sign to which reference is made, as measured at the street centerline, or the relative ground level in the immediate vicinity of the sign.

“Marquee” means a permanent structure attached to, supported by and projecting from a building, especially a theater or hotel, or free standing that provides protection from the weather elements. This does not include a projecting roof but does include canopies.

“Marquee sign” means a sign attached to and made part of a marquee.

“Monument sign” means a ground-mounted, fixed sign

“Multiple occupancy building” means a single structure with a common building access that houses more than one business, office or venture.

“Mural” means is a work of art painted or applied to a wall of a building or other structure.

“Parapet” means that portion of a building wall that extends above the roof of the building.

“Pennant” means a sign made of cloth, fabric, flexible plastic, or similar types of material that does not contain text, numbers, images or symbols.

“Permanent sign” means a sign that is erected without restriction on the time allowed for display.

“Permittee” includes any person who should have taken out a permit under this Chapter or MMC 15.05.

“Planned center” means a group of structures housing at least one business, office, venture or independent or separate part of an activity that was processed through the site approval process as one project or that shares access or parking facilities. Individual parcels need not be under the same ownership to qualify as a planned center.

“Pole sign” means any sign, electric or otherwise, hung, supported or cantilevered from one or more supports constructed of structural steel, pipe, or other materials.

“Portable sign” means any sign that is manifestly designed to be transported, including by trailer or on its own wheels, even though the wheels of such sign may be removed and the remaining chassis or support constructed without wheels is converted to an A or T frame sign, or attached temporarily or permanently to the ground, since this characteristic is based on the design of such a sign. Portable signs are usually changeable copy signs.

“Reader board” means a sign that allows for frequent changes of copy; usually such copy is not electronic. A reader board may be a component of a monument, pole, or wall sign.

“Reader board, mobile” means a reader board sign that is not permanently installed on-site.

“Repair” means to paint, clean, replace damaged parts, or improve the structural integrity of a sign, but not change its size, shape, location, or character.

“Revolving sign” means any sign or sign structure that revolves or partially revolves about an axis.

“Roof” means the exterior surface and its supporting structures on the top of a building. Overhangs extending beyond the facade of the lower wall are part of the roof.

“Roof sign” means any sign erected upon, against, or directly above a roof or parapet of a building or structure. When permitted, eighty percent of the sign area must be backed by the roof system.

“Sandwich board signs” means small signs, either single- or double-faced and portable.

“Sign” means any object, device, display, structure or part thereof that is used to advertise, identify, direct, or attract attention to a product, business, activity, place, person, institution, or event using words, letters, figures, designs, symbols, fixtures, colors, illumination, or projected images.

“Sign area” means the entire area of a sign on which information is placed. Sign structures and associated architectural embellishments, framework and decorative features that contain no information and are not illuminated are not calculated in determining sign area. Sign area is calculated by measuring the area of the smallest rectangle, circle, triangle or parallelogram that can be drawn around all parts of the sign to expose the largest sign surface area, including the sign face background, and including all spaces and voids between or within letters or symbols that comprise a single word, statement, description, title, name, graphic

symbol or message for all sign faces. Sign supporting structures that are part of the sign display are included. The entire perimeter area of the letters, graphics, symbols, and framework are used to determine sign area.

“Sign graphics” includes all lines, strokes, text, symbols and logos applied to a sign surface excluding the background to which they are applied.

“Sign height” means the vertical distance measured from the adjacent natural grade at the base of the sign to the highest point of the sign structure.

“Sign structure” means any structure that supports or can support any sign as defined in this chapter. A sign structure may be a single pole and may or may not be an integral part of a building. Any structure that performs an entirely separate use, such as a telephone booth, bus shelter, Goodwill container, fence, etc., is not a sign structure.

“Temporary sign” means any sign that is not permanently mounted and that contains a message for an event or happening that will render the sign obsolete upon the event or happening.

“Traffic control device” means a sign to control traffic placed in accord with the Manual for Uniform Traffic Control Devices.

“Unlawful sign” means any sign that was erected in violation of any applicable ordinance or law governing such sign or its construction at the time of its placement and that does not comply with all applicable ordinances or laws now.

“Vision clearance area” means an area of unobstructed sight distance as defined by [MMC 17.44.060](#) or as otherwise required by law.

“Wall plane” includes that portion of a facade that is contained on one general plane. A single wall plane may contain windows and doors but it is generally a solid surface. The fascia of projecting porches or colonnades may be considered part of the wall plane from which the porch or colonnade projects in calculating signage area.

“Wall sign” means a sign attached or erected parallel to and extending not more than one foot from the facade or face of any building to which it is attached. Signs incorporated into mansard roofs, marquees, or canopies will be treated as a sign attached to a building.

(Ord. 1666 § 2, 2006; Ord. 1563 § 1, 2003; Ord. 1474 § 1, 2001; Ord. 1437 § 1, 2000).

#### **17.50.030 Administration and enforcement.**

A. Anyone installing or altering a temporary or permanent sign must obtain a sign permits unless specifically exempted by MMC 17.50.070. The sign must comply with all city codes. The land use administrator will issue all permits for the construction, alteration, and erection of signs in accord with the provisions of this Chapter and other applicable laws.

B. The land use administrator, or code enforcement officer, of the city of Milton will interpret and enforce this Chapter. In addition to complying with the provisions of this Chapter of the

zoning code, the materials, structural design, construction, inspection, and maintenance requirements for signs must comply with the Construction Codes administered by the public works department and the current National Electrical Code and the National Electrical Safety Code. (Ord. 1666 § 2, 2006; Ord. 1536 § 1, 2002; Ord. 1437 § 1, 2000).

**17.50.040 Permits required.**

A. It is unlawful for any person to erect, re-erect, construct, enlarge, display, alter or move a sign, or cause the same to be done, without first obtaining a permit for each sign from the land use administrator.

B. A permit is required for signs installed simultaneously on a single supporting structure. Thereafter, each additional sign- erected on the structure must have a separate permit.

C. No permit is required for an exempt sign or any sign not specifically regulated by this Chapter.

D. No additional permit is needed to repaint, clean, repair, otherwise perform normal maintenance on a sign or sign structure, or change copy on a changeable copy sign. (Ord. 1666 § 2, 2006; Ord. 1437 § 1, 2000).

**17.50.050 Permit application requirements.**

To obtain a sign permit, the applicant must make application in writing on forms furnished by the public works department. Every application for a permanent sign must include the following:

A. Contact information, if desired, by the permittee.

B. Identification and description of the sign including the type, size, dimensions, height, and number of faces;

C. Description of the land where the proposed sign is to be located by street address;

D. Consent of the owner or person in legal possession of the property upon which the sign is to be erected or his agent;

E. Sign drawings showing display faces with the proposed message and design accurately represented as to size, area, and dimensions;

F. Site plan drawn to scale containing a north arrow, location of property lines, lot dimensions, location of existing signs, and the location of the proposed sign on the site;

G. Plans, elevations, diagrams, light intensities, structural calculations and other material as may be reasonably required by the land use administrator;

H. If the sign application is for a freestanding sign that proposes a footing, a building permit is required;

- I. Documentation demonstrating that the sign installer has a valid Washington State contractor's license when a sign requires a building permit unless the sign is being installed by the owner of the sign;
- J. Application for an electrical permit from the city of Milton or other electric provider for any electrical sign;
- K. A permit fee as adopted in the latest fee ordinance of the city council;
- L. Proof that a city of Milton business license has been obtained by the sign installation contractor and the company that is utilizing the permitted sign if the company utilizing the permitted sign is required to obtain a business license. (Ord. 1837 § 7, 2014; Ord. 1666 § 2, 2006; Ord. 1437 § 1, 2000).

**17.50.060 Prohibited signs.**

Unless otherwise permitted, the following signs are not allowed in any zoning district:

- A. Signs that pose a hazard to public health or safety other than because of the message delivered;
- B. Signs that make use of words such as "Stop," "Look," "One-Way," "Danger," "Yield," "Slow, Children At Play," "Detour," "Road Construction" or any similar word, phrase, symbol, or lights that interfere with or are confused with pedestrian or vehicular public safety signs as identified in the MUTCD manual but which are not placed by the public authority and are not in compliance with the MUTCD or applicable laws and regulations;
- C. Signs displaying obscene matter. Matter is obscene if
  - 1. the average person, applying contemporary community standards, would find that the sign taken as a whole appeals to a prurient interest in sex; and
  - 2. the sign depicts or describes in a patently offensive way, as measured against community standards, sexual conduct Which explicitly depicts or describes patently offensive representations or descriptions of:
    - (a) Ultimate sexual acts, normal or perverted, actual or simulated; or
    - (b) Masturbation, fellatio, cunnilingus, bestiality, excretory functions, or lewd exhibition of the genitals or genital area; or
    - (c) Violent or destructive sexual acts, including but not limited to human or animal mutilation, dismemberment, rape or torture; and
  - 3. the sign taken as a whole lacks serious literary, artistic, political or scientific value.
- D. Signs that obstruct ingress or egress from fire escapes, doors, windows, or other exits or entrances;
- E. Signs placed on vehicles or trailers that are parked or located for the primary purpose of displaying the sign unless otherwise specifically allowed by this Chapter (this does not apply to

allowed portable signs or to signs or lettering on buses, taxis, or vehicles operating during the normal course of business and excludes signs to advertise the sale of said vehicle);

F. Off-premises signs;

G. Rotating and revolving signs;

H. Signs containing strobe lights that are visible beyond the property line;

I. Abandoned signs;

J. Permanent signs on undeveloped sites;

K. Outdoor, portable electric signs;

L. Mobile reader board signs except as permitted under MMC 17.50.140 as temporary signs;

M. Signs on utility poles;

N. Blinking or flashing lights, balloons, searchlights, clusters of flags, strings of twirlers or propellers, flares, and other carnival like displays;

O. Banners except as approved as temporary signs under MMC 17.50.140;

P. Balloons except as approved as temporary signs under MMC 17.50.140;

Q. No sign may be used as a fence nor may any fence be used as a sign nor may any sign be attached to a fence, but a temporary sign may be attached to a fence;

R. Billboards; and

S. Any other type or kind of sign that does not comply with the terms, conditions, provisions, and intent contained in this Chapter or other applicable law or ordinance. (Ord. 1712 § 1, 2007; Ord. 1666 § 2, 2006; Ord. 1437 § 1, 2000).

**17.50.070 Exempt signs.**

The following signs do not require a permit for installation. All other provisions of this chapter apply.

A. Legal notices, identification, traffic, or other signs erected or required by governmental authority under any law, statute or ordinance;

B. Signs erected or sanctioned by a government agency;

C. Historic site markers, plaques, or gravestones and signs on or eligible for listing on federal or state historic registers are excluded from this provision;

D. Address numbers, identification;

E. Signs not oriented or intended to be legible from a right-of-way or other property. Examples may include signs identifying rules for a swimming pool, signs identifying restroom facilities, parking regulations and tow-away signs;

F. Painted wall decorations or murals;

G. National, State and City Flags; and

H. Locally designated historic signs. The Milton Light and Water sign located on the western building elevation of the Public Works Building at 1000 Laurel Street has been identified as a sign of locally important historical significance. (Ord. 1666 § 2, 2006; Ord. 1437 § 1, 2000).

**17.50.080 General provisions.**

A. The area of all signs may not exceed 200 square feet except for uses with building fronts more than 100 feet long. For uses in which the building linear front footage exceeds 100 feet, the maximum area of all signs may not exceed an area equal to two times the linear front footage of the building or 450 square feet, whichever is less. Multiple occupancy buildings may display an additional 50 square feet of wall signage for no more than two building occupants, other than the primary occupant, subject to the provisions of MMC 17.50.110.

B. Number and Spacing of Monument Signs. One monument sign is permitted per primary street frontage. Multiple monument signs must be a minimum of 250 feet apart along one or more street frontages.

C. Indirect Lighting. Monument signs, where permitted in residential zones (RS, RMD, RM), may only be illuminated from an indirect source. (Ord. 1666 § 2, 2006; Ord. 1474 § 2, 2001; Ord. 1437 § 1, 2000).

**17.50.083 Signs in the right-of-way.**

A. Except for traffic control devices, Sandwich board signs, temporary signs, temporary construction signs associated with work within the public right-of-way, and properly authorized banners (see MMC 17.50.140), no signs may be erected or placed within the public right-of-way. Sandwich board signs, temporary signs may be placed in the right-of-way outside of median strips, public sidewalks, and vehicular and bicycle lanes. They may not block driveways or be affixed to utility poles, trees, or traffic control devices, and may not block vision clearance areas.

B. Vision Clearance Area. Pole signs are permitted in the vision clearance area where the bottom of the sign is at least 10 feet above the elevation of the street grade.

C. Vehicle Area Clearances. When a sign extends over a private area where vehicles travel or are parked, the bottom of the sign structure must be at least 14 feet above the ground. Vehicle areas include driveways, alleys, parking areas, and loading and maneuvering areas. Exceptions are prohibited.

D. Pedestrian Area Clearances. When a sign extends over a walkway or other space accessible to pedestrians, the bottom of the sign structure must be at least eight feet above the ground. Exceptions are prohibited. (Ord. 1666 § 2, 2006; Ord. 1474 § 2, 2001; Ord. 1437 § 1, 2000).

**17.50.085 Freeway signs.**

Freeway signs are located along and specifically oriented toward traffic on I-5.

A. Maximum Number and Spacing.

1. RS, RMD, RM, MX, CF, OS: Zero.
2. B, M-1: One per parcel or one per planned center when the parcel or planned center directly abuts the I-5 right-of-way. The parcel or planned center must be a minimum of 12,000 square feet in area, or have been legally created prior to January 1, 2003, in order to erect a freeway sign. The freeway sign is in addition to other allowed signage, it must be located along the side of the property nearest I-5, and it must be oriented toward I-5.

B. Size Allocation.

1. RS, RMD, RM, MX, CF, OS: Does not apply.
2. B, M-1: Up to a maximum sign area of 250 square feet. No sign face may exceed 125 square feet.

C. Maximum Height.

1. RS, RMD, RM, MX, CF, OS: Does not apply.
2. B, M-1: 40 feet.

D. Landscape and Siting Requirements. Freeway signs must be located in a planting bed of equal area to the area of the sign. The planting bed may be included within the planting strips required under Chapter 17.15C MMC, Landscape regulations table. The minimum dimension of the planting bed must be 10 feet measured from inside face of the curb to inside face of curb. The planting beds will be improved with the following:

1. One gallon groundcover planted 12 inches on center; and
2. One shrub per 10 square feet of sign area. Shrubs located within the vision clearance area may not be taller than 36 inches. (Ord. 1666 § 2, 2006; Ord. 1563 § 2, 2003).

**17.50.090 Pole signs.**

Pole signs are an alternative to monument signs for planned centers.

A. Maximum Number and Spacing.

1. RS, RMD, RM, MX: Zero.
2. B, CF, M-1, OS: One center identification sign per parcel.

B. Size Allocation.

1. RS, RMD, RM, MX: Does not apply.
2. B, CF, M-1, OS: Maximum sign area of 200 square feet. No sign face may exceed 100 square feet.

C. Maximum Height.

1. RS, RMD, MX: Does not apply.
2. RM: 12 feet.
3. B, CF, M-1, OS: 20 feet.

D. Landscape and Siting Requirements. Pole signs must be located in a planting bed of equal area to the area of the sign. The planting bed may be included within the planting strips required under Chapter 17.15C MMC, Landscape regulations table. The minimum dimension of the planting bed must be five feet measured from inside face of curb to inside face of curb. The planting beds will be improved with the following:

1. One gallon groundcover planted 12 inches on center; and
2. One shrub per 10 square feet of sign area. Shrubs located within the vision clearance area may not be taller than 36 inches. (Ord. 1666 § 2, 2006; Ord. 1474 § 3, 2001; Ord. 1437 § 1, 2000).

**17.50.100 Monument signs.**

Monument signs with a height ranging from five to 12 feet above the average ground elevation, and a base (not included in the sign surface area calculation) that is attached to the ground as a wide base of solid construction so that the bottom of the sign is no more than six inches above the base are the preferred sign type along street frontages.

A. Maximum Number.

1. RS, RMD, MX: Zero for residential uses; one per street frontage for permitted or conditionally permitted nonresidential uses. One subdivision identification sign is permitted per subdivision.
2. RM: One per street frontage.
3. B, CF, M-1, OS: One per street frontage.

B. Size Allocation.

1. RS, RMD, MX: Maximum 64 square feet for permitted or conditionally permitted uses; except for a subdivision identification sign which may be a maximum of 36 square feet.
2. RM: 64 square feet.

3. B, CF, M-1, OS: Minimum of 32 square feet up to a maximum sign area of 96 square feet. No sign face may exceed 48 square feet.

C. Maximum Height.

1. RS, RMD, MX: Eight feet.
2. RM: 12 feet.
3. B, CF, M-1, OS: 12 feet.

D. Landscape and Siting Requirements. Monument signs must be located in a planting bed of equal area to the area of the sign. The planting bed may be included within the planting strips required under Chapter 17.15C MMC, Landscape regulations table. The minimum dimension of the planting bed must be five feet measured from inside face of curb to inside face of curb. The planting beds will be improved with the following:

1. One gallon groundcover planted 12 inches on center; and
2. One shrub per 10 square feet of sign area. Shrubs located within the vision clearance area may not be taller than 36 inches.

E. When Not Allowed. A monument sign is not permitted if existing signs attached to buildings exceed the limit of 15 percent of the wall area. (Ord. 1666 § 2, 2006; Ord. 1437 § 1, 2000).

**17.50.105 Mixed use town center monument sign.**

The community monument sign permitted by Ordinance 1577 may continue as a nonconforming use.

**17.50.110 Signs attached to buildings.**

Awning, fascia, graphic, marquee, roof, and wall signs are permitted signs for attachment to buildings. Signs attached to buildings are permitted on wall elevations that are viewable from public rights-of-way or on wall elevations containing public entrances to the building.

A. Maximum Number. No limit within the size allocation. A limit of one roof sign per wall elevation viewable to the public (see roof sign definition). Multiple occupancy buildings may display one additional wall sign for each additional occupant, subject to the maximum area per sign described in subsection C of this section.

B. Size Allocation.

1. RS, RMD: Four square feet or 10 percent of the wall area, whichever is greater.
2. RM: Eight square feet.
3. MX: 48 square feet or 15 percent of the wall area, whichever is greater.
4. B, CF, M-1, OS: 48 square feet or 15 percent of the wall area, whichever is greater.

C. Maximum Area per Sign.

1. RS, RMD: 32 square feet per sign (roof signs are prohibited).
2. RM: Eight square feet (roof signs are prohibited).
3. MX: 100 square feet (each roof sign may be a maximum of 48 square feet, where no sign face may exceed 24 square feet). For multiple occupancy buildings, the individual building occupant signs allowed by subsection A of this section may not exceed 25 square feet per sign face.
4. B, M-1: 200 square feet (each roof sign may be a maximum of 48 square feet, where no sign face may exceed 24 square feet). For multiple occupancy buildings, the individual occupant signs allowed by subsection A of this section may not exceed 25 square feet per sign face.
5. CF, OS: 100 square feet (each roof sign may be a maximum of 48 square feet, where no sign face may exceed 24 square feet).

D. Wall signs may not exceed 12 inches in thickness.

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E. Illumination. The illumination of signs shall not interfere with traffic, traffic control devices or the signs of others. Signs on awnings or canopies may not be illuminated internally if the light illuminates other than the sign.

(Ord. 1666 § 2, 2006; Ord. 1474 § 4, 2001; Ord. 1437 § 1, 2000).

**17.50.120 Sandwich board signs.**

A. Maximum Number.

1. RS, RMD, RM: Zero.
2. B, CF, M-1, MX, OS: One.

B. Size Allocation.

1. RS, RMD, RM: Does not apply.
2. B, CF, M-1, MX, OS: 12 square feet.

C. Maximum Height.

1. RS, RMD, RM: Does not apply.
2. B, CF, M-1, MX, OS: Four feet.

D. No Obstruction. Sandwich board signs must be placed so they do not obstruct the passage or view of vehicles or pedestrian on or entering the public way.

E. Duration. A Sandwich board sign is permitted to remain in place only so long as it is providing immediately useful information. (Ord. 1666 § 2, 2006; Ord. 1437 § 1, 2000).

**17.50.140 Temporary signs.**

A. Temporary signs must conform to MMC 17.50.080.

1. No flashing temporary signs of any type is permitted; however, internally illuminated signs, e.g., portable reader boards, are permitted if they conform to the current National Electrical Code and the National Electrical Safety Code;

2. All temporary signs must be securely fastened and positioned in place so as not to constitute a hazard to pedestrians or motorists;

3. No temporary sign may project over or into a public right-of-way or property except properly authorized banners over streets installed by the city of Milton.

B. The duration of display for the following temporary signs shall be as follows:

1. Blinking or flashing lights, balloons, banners, searchlights, clusters of flags, strings of twirlers or propellers, flares, air dancers and other carnival like displays may be displayed before and during an event so long as the display does not exceed thirty days during a calendar quarter;

2. Mobile reader boards, fence signs and off premise signs may be used a reasonable time before and during an event;

3. Temporary signs may be placed a reasonable time prior to the event or happening;

4. Yard signs not exceeding 24 inches by 36 inches are permitted in all residential zones for not more than 90 days in a calendar year; and

5. Signs permitted by this section must be removed promptly after the event or happening.

C. The duration of displays in Business and Industrial zones west of Interstate 5.

1. The temporary signs described in this section may be extended by permit under 17.50.180 in B and M-1 zones west of Interstate 5 for indefinite periods so long as the sign is not a permanent sign.

2. In applying for a Deviation under this subsection, only the criteria in 17.50.180 C. 3, 5 and 6 need be met.

3. Signs under this subsection have no nonconforming rights.

**17.50.145 Uptown Standards.**

A. This section applies only to the Uptown District. The specific regulations in this section apply only to Uptown District but do not supplement or otherwise effect any other regulation in this Chapter.

B. Portable, Temporary and Sandwich Board signs are not allowed on the sidewalks, and no more than one such sign per 100 feet of frontage is allowed. A permit is required for portable signs. There is no fee for the permit for Temporary Signs.

C. Air dancers and feather flags are not permitted.

D. Perpendicular Wall Signs. Perpendicular signs are permitted for pedestrian traffic, but may not exceed four square feet.

E. Monument or Freestanding Signs are required for all separate structures.

**17.50.150 Nonconforming signs.**

A. A sign is legally nonconforming if it is out of conformance with this code and was lawfully erected in compliance with the applicable sign ordinance of the city or county that was effective at the time of sign installation, and a valid permit for such sign exists.

B. A legal nonconforming sign must be brought into compliance with this chapter or removed if:

1. The sign is abandoned;
2. The sign is damaged more than 50 percent of its replacement value, unless such destruction is the result of vandalism or intentional destruction or removal by someone not authorized by the sign owner;
3. The owner seeks to change the sign structure supporting, holding, or surrounding the sign, other than minor maintenance or repair;
4. The occupant space(s) to which the sign applies is undergoing an expansion or renovation that increases the size of the occupant space floor area or site coverage by 20 percent or more, or the value of the expansion or renovation exceeds 50 percent of the assessed value of the structure;
5. The building to which the sign applies is demolished; or
6. The sign is more than 20 years old. (Ord. 1716 § 1, 2008; Ord. 1666 § 2, 2006; Ord. 1437 § 1, 2000).

**17.50.160 Maintenance of signs.**

All signs and landscape, including signs heretofore installed, must be constantly maintained in a state of security, safety, and repair. The owner or occupant of the premises on which any sign is not securely, safely and properly maintained or is dangerous must repair or remove the sign within five working days after receiving notice from the building official. The owner or occupant must repair or remove damaged signs or signs in disrepair within 30 days. The premises surrounding a sign must be free and clear of rubbish and the landscaping area free of weeds. (Ord. 1666 § 2, 2006; Ord. 1437 § 1, 2000).

**17.50.170 Removal of signs.**

A. All signs and sign structures that do not conform to the Construction Codes, MMC 15.05, that are a hazard to life and property, or that by their condition or location present an immediate and danger to the public, must be discontinued or made to conform within the time the building official may specify. If the owner cannot be found or refuses to comply with the order to remove, the building official may then have the dangerous sign removed and the owner cited. The cost of removing the sign plus administrative costs will be charged to the property owner.

B. Any person who owns or leases a nonconforming sign must remove the sign when it has been abandoned.

C. If the permittee has not identified himself, the City may remove any sign once it has ceased to be relevant, if it should be removed under this section or if the City might have requested the permittee remove it.

C. (Ord. 1666 § 2, 2006; Ord. 1663 § 20, 2006; Ord. 1437 § 1, 2000).

**17.50.180 Deviation from standards.**

A. Authority. The land use administrator may grant a deviation from the requirements of this chapter using Process II (Chapter 17.71 MMC). In granting any deviation, the director may prescribe conditions that are necessary to satisfy the criteria below.

B. Nonconforming signs. The land use administrator may grant a deviation from standards from the provisions of MMC 17.50.150(B)(4) requiring the removal of a nonconforming sign because of a change in copy only if the circumstances prompting the deviation from standards request do not result from the actions of the applicant. A change in telephone area code or street name are two examples of potential changes in copy that would not be prompted by the actions of the applicant.

C. Standards. The land use administrator may grant a deviation from standards of this chapter only if the applicant demonstrates compliance with the following criteria:

1. The deviation from standards as approved does not constitute a grant that is inconsistent with the intent of the sign code;
2. The deviation from standards is necessary because of special circumstances relating to the size, shape, topography, location, or surroundings of the subject property to provide it with use rights and privileges permitted to other properties in the vicinity and in the zone in which the subject property is located;
3. The granting of the deviation from standards will not be materially detrimental to the public welfare or injurious to property or improvements in the vicinity and in the zone in which the subject property is located;
4. The special conditions and circumstances prompting the deviation from standards request do not result from the actions of the applicant;

5. The deviation from standards as granted represents the least amount of deviation from the prescribed regulations necessary to accomplish the purpose for which the deviation from standards is sought and that is consistent with the stated intent of this chapter; and

6. The granting of the deviation from standards will not constitute a public nuisance or adversely affect the public safety and the proposed deviation from standards does not interfere with the location and identification of adjacent buildings or activities.

D. Other considerations. The land use administrator will grant deviations that are necessary to comply with MMC 17.50.182. The administrator will also consider deviations necessary to harmonize a sign with any associated structures of a recognized architectural style whether new construction or an existing structure. (Ord. 1741 § 23, 2009; Ord. 1666 § 2, 2006; Ord. 1437 § 1, 2000).

**17.50.182 Construction.**

1. Not content based. The City recognizes that content-based laws target speech based on its communicative content, they are presumptively unconstitutional and may be justified only if the government proves that they are narrowly tailored to serve compelling state interests. Except where a compelling state interest is involved such as the control of public safety matters, this Chapter does not in any way deal with the content of signs other than as expressly stated.

2. Narrowly construed. This Chapter shall be narrowly construed to impose the least impingement on free speech and expression as is consistent with the exercise of the police power of the City.

3. No criminal activity permitted. Nothing in this subsection shall be construed as permitting the public display of illegal pornography, or the solicitation for the commission of crimes or treason.

**17.50.185 Signs of Historical Community Significance.**

1. A sign may be designated by the City Council as a sign of historical community significance.

2. When a sign of historical community significance is reestablished after a period of absence, the sign must be restored to its historic appearance, height, and width to be classified as a historically significant. If the sign is altered, including but not limited to additional messaging that was not historically present, the sign will not be considered historically significant.

**17.50.190 Penalty for violations.**

A. It shall be unlawful for any person, firm, or corporation to erect, construct, enlarge, alter, move, improve, convert, demolish, equip, or use any sign or sign structure in the city, or cause or permit the same to be done, contrary or in violation of any provisions of this chapter.

B. Any person, firm, or corporation violating any of the provisions of this chapter shall be guilty of a misdemeanor and punishable as set forth in Section 9.04.040 MMC. (Ord. 1666 § 2, 2006; Ord. 1536 § 2, 2002; Ord. 1437 § 1, 2000).

**17.50.200 Severability.**

If any clause, sentence, paragraph, section or part of this chapter or the application thereof to any person or circumstances shall be adjudged by any court of competent jurisdiction to be invalid, such order or judgement shall be confined in its operation to the controversy in which it was rendered and shall not affect or invalidate the remainder of any part thereof to any other person or circumstances and to this end the provisions of each clause, sentence, paragraph, section or part of this law are hereby declared to be severable. (Ord. 1666 § 2, 2006; Ord. 1437 § 1, 2000).

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