



COMPREHENSIVE PLAN

2024-2044

Adopted _____

2024 Update

June 14, 2024

Town of Wilkeson

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Chapter 1 Introduction and Community Description

Introduction

The Town of Wilkeson is located in east-central Pierce County south of the City of Buckley and north of the Town of Carbonado approximately fourteen miles northwest of the Carbon River entrance to Mt. Rainier National Park. The small town has a rich history strongly influenced by coal mining, sandstone quarrying and forestry activity but in more recent years has been home to a smaller population of residents who value the natural beauty of its setting, the Town's history, its close-knit community and small-town atmosphere. Wilkeson was incorporated as a fourth-class city, or town, in 1909.

Geographic Setting

Wilkeson lies between the Cascade Mountain Range to the east and the Carbon River to the southwest. Most of the town has an elevation of about 800 feet above sea level, and it is located about 300 feet above the Carbon River. The topography within the municipal limits of the community is generally level although the surrounding region includes rolling hills, low mountains (<1,300 feet) and steep slopes associated with the Carbon River to the southwest. The town experienced extensive mining activity in the past. Coal mining shafts are located generally at water level along Wilkeson (Gale) Creek. Often, coal was chased uphill in vertical shafts rather than digging down. Wilkeson is also home to sandstone deposits that supported a thriving sandstone quarry for many years in Wilkeson's early history. Total annual precipitation averages 68 inches and average seasonal snowfall is 16 inches. The average minimum temperature is 34 degrees Fahrenheit in the winter and the average maximum summer temperature is 73 degrees Fahrenheit. Primary access to the town is from State Route 165, which provides the main connection between more heavily developed areas of Pierce County and the Puget Sound region with the northwest quadrant of Mt. Rainier National Park.

Historic Settlement

Wilkeson lies in a narrow valley in the Cascade foothills of northern Pierce County along the meandering Gale Creek. Wilkeson was once divided into two sections: "uptown" which no longer exists was a company town where housing, businesses and land was owned by the mining company; and "downtown" originally named Hope was independent, where business and homes were owned by families.

Few people know the significance of Wilkeson to the existence of early Tacoma and Northern Pacific Railway. When Wilkeson coal was brought into Tacoma by wagon in 1874, the Northern Pacific Railway (NP) was already eyeing the area. Coal was needed to fuel the shipping industry, foundries and homes along the west coast. NP was running out of funds to pay its workers and investors. It was one of two companies commissioned by Congress to build a transcontinental line. In exchange Congress gave the railroad every other section of land along the route to pay for their efforts in their charter. The officials of NP had declared Tacoma as the future main terminus but paying investors would be a challenge. The discovery of Wilkeson coal deposits meant that Tacoma, with its natural deep harbors, had the potential as the leading coal loading port of Puget Sound. In 1876, the then NP Vice President, George Stark, stated: *"The building of the Puyallup Branch for the development of our coal resources, seems to be the one wheel, which if started, will put the whole train in motion, and I trust that ways and means will be devised to accomplish it at*

an early date.” The Puyallup branch, built by both European and Chinese laborers opened in 1877 from Tacoma to the “Wilkeson” depot NP investors bought the mines and the first coal shipments were transported the next year.

The Wilkeson mines and sandstone quarry provided jobs for thousands of European immigrants (Welsh, Italians, Yugoslavians, Russians, Swedes, Germans, Austrians, and more) at the turn of the century. A few Chinese laborers also stayed until they were forcibly removed in 1885. It was here where the Wilkeson’s 160 coke ovens roared for days, and lit the skies at night, smelting the raw coal for impurities. The finished product, Coke, was taken by rail to Tacoma for foundries or to be loaded on waiting ships for San Francisco. Here too, at the turn of the century, sandstone was quarried and transported for use in building churches, businesses and roads, especially in Tacoma. Wilkeson’s sandstone is the building material used for Washington’s State Capital.

As the coal industry declined, many of the mining towns that once dotted the Carbon Valley have since disappeared, only Wilkeson and Carbonado have survived. Today Wilkeson’s Centennial Monument Park near the town hall honors over 340 men who lost their lives in the mines. It tells of the history of the area, and the people who made it possible.

Today Wilkeson has over five sites on the National Historic Register: the Wilkeson, Arch, the Coke Ovens, the Wilkeson Quarry, the Trinity Orthodox Church and the Pete Home. The town hall is currently being proposed by the Wilkeson Historical Society for listing. Many more sites are eligible. Fifty-five sites were listed on the state register in the 1900s, more than any other town at that time.

Several of the historic buildings remain, including:

1. **Wilkeson Elementary School (1913)** – Listed on the National Register of Historic Places. The building is made of Wilkeson sandstone.
2. **Our Lady of Lourdes Catholic Church (1894)** – This church was built on a hillside but was later moved to its present location on Ash Street in 1950.
3. **The John Pete Homestead (1880s)** – Originally built by Sam Davis as a two-room miner’s cabin, the property was purchased by John Pete in 1893 and remodeled into a three-story frame house. Listed on the National Register of Historic Places.
4. **Wilkeson Town Hall (1923)** – This two-story building is constructed of Wilkeson sandstone and began as a community house. The main floor once held a social hall, reading room and chapel. The lower floor had rooms for children, a kitchen, a gym and two



Our Lady of Lourdes



Wilkeson Eagles Hall

showers. The Town of Wilkeson purchased the property in the 1950s. The building now houses the Town Council Chambers and the Town offices.

5. **Wilkeson Eagles Hall (1910)** – Originally built for the Knights of Pythias fraternal order (the original donors of the Town Cemetery property), the two-story brick building has served as the meeting place for the Redmen and Druids, as well as the Wilkeson Eagles, which was organized in 1906. The formal meeting hall upstairs still stands in its original condition.

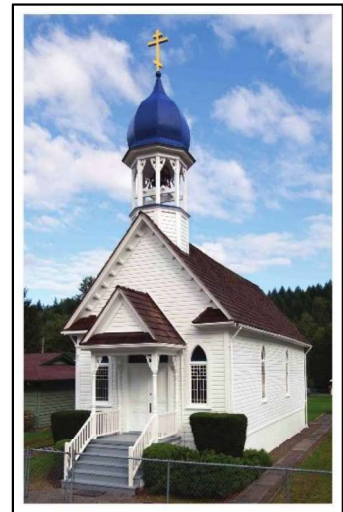
6. **The Historic Washington Hotel (1884)** – Known as the Martha Washington Hotel, it is the oldest known building in Wilkeson. The hotel has housed a brothel, tavern and a gin mill during prohibition. It is listed on the Washington State Historic Registry.

7. **The Carlson Hotel (1880s)** – Built by pioneer businessman Gus Carlson as one of the permanent brick structures after a fire that devastated most of the town’s business sector, the upstairs was a boarding house for miners and loggers. The lower floor was a bar, confectionery and restaurant until 1947.

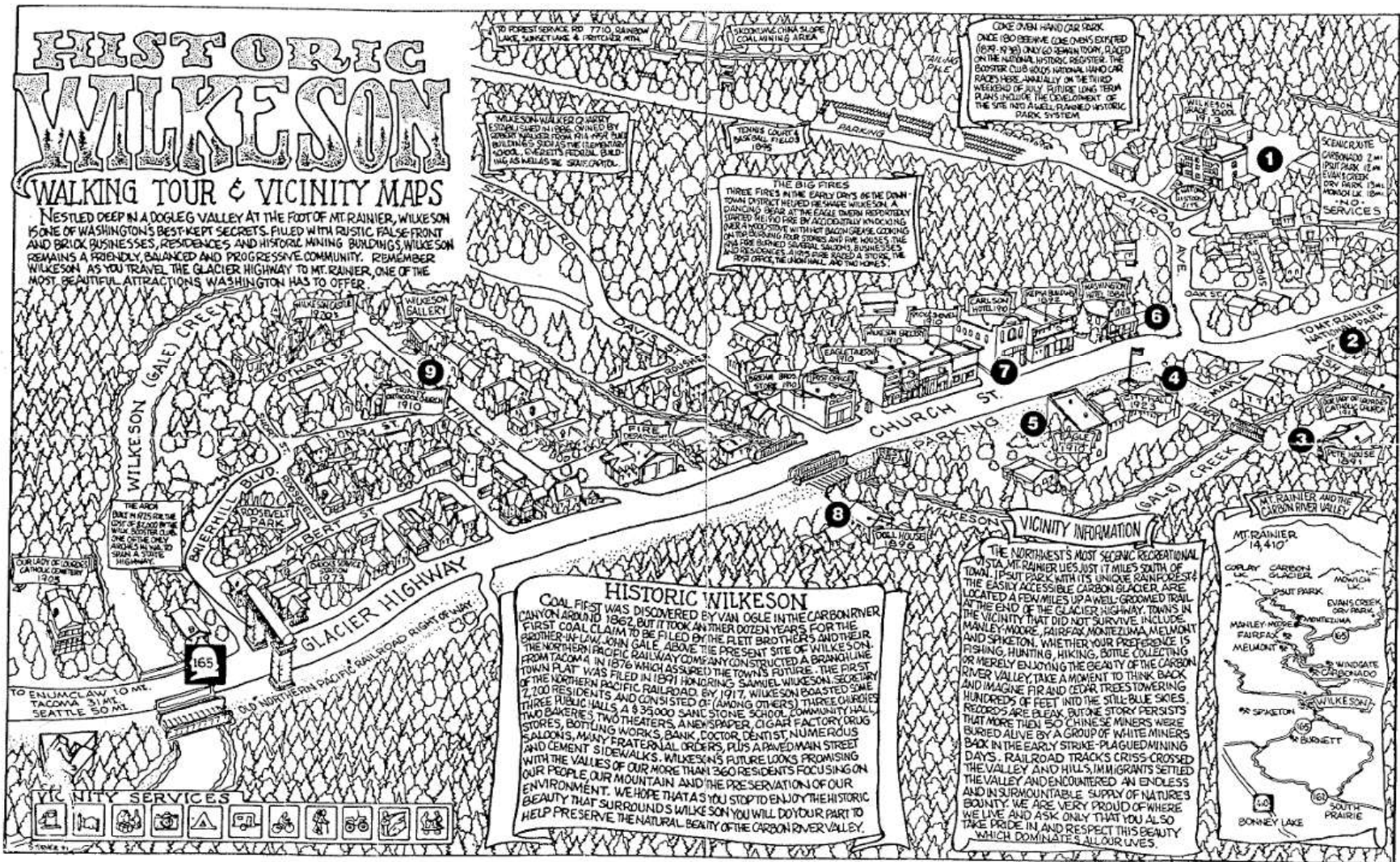
8. **The Doll House (1880s)** – Built as a private residence in the mid-1880s, the two-story wood frame house is located on Church Street.

9. **Holy Trinity Orthodox Church (1880s)** – The oldest Eastern Orthodox house of worship in the Pacific Northwest, Holy Trinity Church was built by immigrants from Eastern Europe under the original hierarchy of the Russian Orthodox Church.

The scale and character of these homes, businesses, public meeting spaces and places of worship and the streets on which they are located retain much of the flavor of the earlier mining era. Wilkeson is now a stable bedroom community for the greater Tacoma-Pierce County area and retains its historic small-town character.



Holy Trinity Orthodox Church



Numbers on the map above correspond to their descriptions on the prior page.

Why Plan?

One of the central purposes of the Wilkeson Comprehensive Plan is retaining the town's character and providing new opportunities for current and future residents of Wilkeson. This Plan for the Town of Wilkeson and its Urban Growth Area (UGA) is provided to meet the requirements of the Washington State Growth Management Act (GMA). The GMA was adopted by the Washington State legislature in 1990. The GMA provided that cities and counties within certain growth areas must plan for anticipated growth. The GMA requires an inventory of the community, its facilities and needed services. The requirements of other state laws and regulatory requirements, including the Highway Act of 1991, requiring transportation management programs, the State Environmental Policy Act (SEPA), requiring environmental review of plans and permit actions, and various other statutes relating to urban growth and development are addressed by this Plan and its associated development regulations.

Planning Requirements

Washington State Growth Management Act

The WA GMA requires the town to:

designate critical areas, agricultural lands, forestlands, and mineral resource lands, and adopt development regulations conserving these designated agricultural lands, forestlands, and mineral resource lands and protecting these designated critical areas, under RCW 36.70A.170 and 36.70A.060. (RCW 36.70A.040(3)(b))

The GMA has specific requirements for Comprehensive Plans, some of which are new for this Comprehensive Plan Update Cycle. In essence, the Comprehensive Plan must:

consist of a map or maps, and descriptive text covering objectives, principles, and standards used to develop the comprehensive plan. The plan shall be an internally consistent document and all elements shall be consistent with the future land use map. A comprehensive plan shall be adopted and amended with public participation as provided in RCW 36.70A.140. (RCW 36.70A.070)

The Comprehensive Plan must include several elements (chapters) to comply with the GMA. These include Land Use, Housing, Capital Facilities, Utilities, Transportation, Economic Development, and Parks and Recreation. (RCW 36.70A.070). The Comprehensive Plan must also review critical areas and natural resource lands with respect to preservation and with respect to meeting the required development requirements of the Pierce County Buildable Lands Report (RCW 36.70A.130(1)(c-d)). Of these the Land Use Element is the most extensive.

The **Land Use Element** must consider natural resources, environmentally sensitive areas, housing, economic development, parks and open spaces, capital facilities, public health, and reducing the risks of wildfire. From the GMA (RCW 36.70A.070(1)):

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 and green spaces, urban and community forests within the urban growth area, 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. The land use element must give special consideration to achieving environmental justice in its goals and policies, including efforts to avoid creating or worsening environmental health disparities.

Wherever possible, the land use element should consider utilizing urban planning approaches that promote physical activity and reduce per capita vehicle miles traveled within the jurisdiction, but without increasing greenhouse gas emissions elsewhere in the state.

Where applicable, the land use element shall review drainage, flooding, and stormwater runoff 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.

The land use element must reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools, which may include, but are not limited to, adoption of portions or all of the wildland urban interface code developed by the international code council or developing building and maintenance standards consistent with the firewise USA program or similar program designed to reduce wildfire risk, reducing wildfire risks to residential development in high risk areas and the wildland urban interface area, separating human development from wildfire prone landscapes, and protecting existing residential development and infrastructure through community wildfire preparedness and fire adaptation measures.

The **Housing Element** also requires extensive planning and must ensure the vitality and character of established residential neighborhoods by including an inventory and analysis of existing and projected housing needs and identifies the number of housing units necessary to manage projected growth, provides for housing at all income levels including extremely low income, very low income, low income and moderate-income households and provide for a variety of housing types and densities. The plan must consider accessory dwelling units, manufactured and multifamily housing and provide adequate land for each type of housing. The plan must also consider emergency housing, emergency shelters, and permanent supportive housing. Finally, the plan must identify and begin to rectify any disparity in housing based on discrimination due to race. (RCW 36.70A.070(2))

The **Capital Facilities Element** must provide an inventory of existing capital facilities owned by public entities, including green infrastructure, showing the locations and capacities of the capital facilities; provide for a forecast of the future needs for such capital facilities; provide the proposed locations and capacities of expanded or new capital facilities; create at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes; and requires the reassessment of the Land Use Element if probable funding falls short of meeting existing needs and to ensure that the Land Use Element, Capital Facilities Plan Element, and financing plan within the Capital Facilities Plan Element are coordinated and consistent. Park and recreation facilities shall be included in the capital facilities plan element. (For the Wilkeson Comprehensive Plan, there is a separate Parks, Recreation and Open Space Element.) The Town is required to endeavor in good faith to work with other public entities, such as special purpose districts. (RCW 36.70A.070(3))

The **Utilities Element** must demonstrate the general location, proposed location, and capacity of all existing and proposed utilities including, but not limited to, electrical, telecommunications, and natural gas systems. The Town must identify all public entities that own utility systems and endeavor in good faith to work with other public entities, such as special purpose districts. (RCW 36.70A.070(4))

The **Transportation Element** must be consistent with and implement the Land Use Element. The Transportation Element must demonstrate the land use assumptions used in estimating travel and provide for estimated multimodal level of service impacts to state-owned transportation facilities resulting from land use assumptions to assist in monitoring the performance of state facilities, to plan improvements for the facilities, and to assess the impact of land-use decisions on state-owned transportation facilities.

The Transportation Element must also provide for facilities and service needs including an inventory of air, water, and ground transportation facilities and services, including transit alignments, active transportation facilities, and general aviation airport facilities, to define existing capital facilities and travel levels to inform future planning. This inventory must include state-owned transportation facilities within the Town's jurisdictional boundaries. There are no air or water transportation facilities and services in Wilkeson. There is also no transit service. Wilkeson owns no arterials. There are state and county owned facilities in Wilkeson. Town owned transportation infrastructure is exclusively low speed, low traffic residential in character.

The Transportation Element must demonstrate environmental justice and encourage enhanced community access and promote healthy lifestyles by analyzing the availability of non-motorized facilities for all demographic groups within the town boundaries. Given the relatively homogenous racial distribution in Wilkeson, the primary focus here is ensuring safe non-motorized transportation options for all age and physical ability groups. This includes safe routes to school, curb cuts and working with transit providers to provide shuttles or other transit services.

The Transportation Element must provide for adopted Levels of Service and a funding plan for improvements to the transportation system to meet various goals. The Town's six-year transportation improvement plan must be consistent with the Pierce County and WSDOT plans. (RCW 36.70A.070(6))

The Capital Facilities, Utilities and Transportation Elements must identify budgets to conform to the overall Comprehensive Plan (RCW 36.70A.120).

The **Economic Development Element** must establish local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life. (RCW 36.70A.070(7))

Finally, the Comprehensive Plan must contain a **Parks and Recreation Element** that implements, and is consistent with, the capital facilities plan element as it relates to park and recreation facilities. The element shall include estimates of park and recreation demand for at least a ten-year period; an evaluation of facilities and service needs; an evaluation of tree canopy coverage within the urban growth area; and an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand. (RCW 36.70A.070(8))

Comprehensive Plans for municipalities within Pierce County must be updated in full every 10 years (RCW 36.70A.130(5)(a)). The next update of this Comprehensive Plan is due before June 20, 2034.

Goals and Policies

The following goals are adopted to guide the development and adoption of the Wilkeson Comprehensive Plan. The following goals are not listed in order of priority and shall be used exclusively for the purpose of guiding the development of comprehensive plans and development regulations:

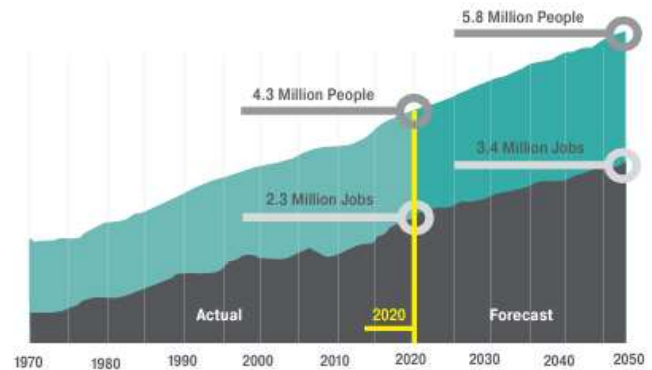
1. **Urban growth.** Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. **Reduce sprawl.** Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
3. **Transportation.** Encourage efficient multimodal transportation systems that are based on regional priorities and coordinated with county and city comprehensive plans.
4. **Housing.** Encourage the availability of affordable housing to all economic and racial segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
5. **Economic development.** Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.
6. **Property rights.** Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
7. **Permits.** Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
8. **Natural resource industries.** Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
9. **Open space and recreation.** Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
10. **Environment.** Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

11. **Citizen participation and coordination.** Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
12. **Public facilities and services.** Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.
13. **Historic preservation.** Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

VISION 2050

The multicounty planning organization in central Puget Sound is the Puget Sound Regional Council (PSRC). PSRC's members include King, Kitsap, Pierce and Snohomish Counties, local cities and towns, ports, state and local transportation agencies, and Tribal governments within the central Puget Sound region.

PSRC promulgates a regional planning policy for Pierce, Kitsap, King and Snohomish Counties. The current regional growth plan is known as VISION 2050. The goal of VISION 2050 is to provide an exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy. The intent of VISION 2050 is to provide opportunities for all, increase housing choices and affordability, sustain a strong economy, significantly reduce greenhouse gas emissions, keep the region moving, restore the health of Puget Sound, protect a network of open spaces, grow in centers near trinity and act collaboratively and support local efforts.



Source: PSRC

By 2050, the region's population will reach 5.8 million people – equivalent to another two Seattles. The region is also expected to add an additional 3.4 million jobs by 2050. The region's cities, counties, Tribes, ports, agencies, businesses, and communities have worked together to develop VISION 2050 to prepare for this growth and serve as a guide for sustaining a healthy environment, thriving communities and a strong economy. VISION 2050 is a plan for the long-term that can be adjusted as the region changes.

VISION 2050 is the long-range growth management, environmental, economic, and transportation strategy for the central Puget Sound region adopted on October 29, 2020 by the Puget Sound Regional Council (PSRC) General Assembly. VISION 2050 promotes an environmentally friendly growth pattern centered on environmental justice and equity that will contain the expansion of urban growth areas, conserve farm and forest lands, support compact communities where people may both live and work, and envisions that a significant share of new employment and housing will occur in vibrant urban centers. The region's vision for 2050 is to provide exceptional quality

of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy.

VISION 2050 focuses growth in the urbanized areas of the region, setting a goal of attracting 65% of the region's population growth and 75% of the region's job growth into regional centers and near high-capacity transit.

Multicounty Planning Policies

VISION 2050 includes a set of multicounty planning policies that provide an integrated framework for addressing land use, economic development, transportation, public facilities, and environmental issues. These multicounty planning policies establish a common region-wide framework that ensures consistency among county and city comprehensive plans adopted pursuant to RCW 36.70A.070, and countywide planning policies adopted pursuant to RCW 36.70A.210. They also provide a framework for regional plans developed within the central Puget Sound region, including regional transportation plans established under RCW 47.80.023, as well as plans of cities, counties, and others that have common borders or related regional issues as required under RCW 36.70A.100.

VISION 2050 promotes policies related to Regional Collaboration (MPP-RC-1 to 14), the Regional Growth Strategy (MPP-RGS-1 to 16), the Environment (MPP-En-1 to 22), Climate Change (MPP-CC-1 to 12), Development Patterns (MPP-DP-1 to 54) including building urban communities (MPP-DP-1 to 14), promoting healthy communities (MPP-DP-15 to 20), supporting connections to opportunities in centers (MPP-DP-21 to 26), annexation and incorporation (MPP-DP-27 to 30), rural areas and natural resource lands (MPP-DP-3 to 45) collaborating to preserve and enhance important uses (MPP-DP-46 to 51) and supporting growth through concurrency (MPP-DP-52 to 54); Housing (MPP-H-1 to 12), the Economy (MPP-EC-1 to 23), Transportation (MPP-T-1 to 34) including the Regional Transportation Plan (MPP-T-1 to 22), supporting the economy (MPP-T-23 to 28), protecting the environment (MPP-T-29 to 32) and innovation (MPP-T-33 to 34), and Public Services (MPP-PS-1 to 30). These 117 multi-county planning policies serve several goals including:

- **Regional Collaboration:** The region plans collaboratively for a healthy environment, thriving communities, and opportunities for all.
- **Regional Growth Strategy:** The regional accommodates growth in urban areas, focused in designated centers and near transit stations, to create healthy, equitable, vibrant communities well-served by infrastructure and services. Rural and resource lands continue to be vital parts of the regional that retain important cultural, economic and rural lifestyle opportunities over the long term.
- **Environment:** The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impact of land use, development, and transportation on the ecosystem.
- **Climate Change:** The region substantially reduces emissions of greenhouse gasses that contribute to climate change in accordance with the goals of the Puget Sound Clean Air

Agency (50% below 1990 levels by 2030 and 80% below 1990 levels by 2050) and prepares for climate change impacts.

- **Development Patterns:** The region creates healthy, walkable, compact and equitable transit-oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas.
- **Housing:** The region preserves, improves, and expands its housing stock to provide a range of affordable, accessible, healthy, and safe housing choices to every resident. The region continues to promote fair and equal access to housing for all people.
- **Economy:** The region has a prospering and sustainable regional economy by supporting businesses and job creation, investing in all people and their health, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life.
- **Transportation:** The region has a sustainable, equitable, affordable, safe and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment and health.
- **Public Services:** The region supports development with adequate public facilities and services in a timely, coordinated, efficient, and cost-effective manner that supports local and regional growth planning objectives.

Pierce County Countywide Planning Policies

In 1991, the State legislature amended the GMA to require that the legislative body of the County adopt countywide planning policies, in cooperation with the municipalities in the County. Countywide planning policies are statements establishing a regional framework from which county and municipal comprehensive plans are developed and adopted. The framework is intended to ensure that municipal and county comprehensive plans are consistent.

The policies and implementing strategies were developed from a growing awareness that local land use decisions often influence and impact areas outside the jurisdiction. Coordination and consistency among all levels of government are two of the most important planning tenets of the GMA embodied within the Countywide Planning Policies.

On June 30, 1992 the Countywide Planning Policies for Pierce County, Washington were adopted by the Pierce County Council, following ratification by the cities and towns and a recommendation for adoption by the Pierce County Steering Committee (the predecessor to the Pierce County Regional Council). The policies address issues that affect the County as a whole including affordable housing; agricultural lands; economic development and employment, education; fiscal impact; historic, archaeological, and cultural preservation; natural resources, open space and protection of environmentally sensitive lands; siting of public capital facilities of a countywide or state-wide nature; transportation; and urban growth areas. Amendments to the policies have been subsequently ratified and adopted, most recently on November 14, 2022. The policies, as amended, have been utilized as a guide for consistency in developing this Comprehensive Plan.

In coordination with VISION 2050, the Pierce County Countywide Planning Policies focus on Affordable Housing (CPP-AH-1 to CPP-AH-8), Agricultural Conservation and Lands (CPP-AG-1 to CPP-AG-8), Amendments and Transitions (CPP-AT 1 and 2), Buildable Lands (CPP-BL-1 to CPP-BL-10), Centers (CPP-C-1 to CPP-C-45), Community and Urban Design (CPP-CU-1 to CPP-CU-4), Economic Development and Employment (Urban) (CPP-EC-1 to CPP-EC-5), Education (CPP-ED-1 to CPP-ED-5), Environment (CPP-ENV-1 to CPP-ENV-46), Essential Public Facilities (CPP-EPF-1 to CPP-EPF-7), Fiscal Impact (CPP-FI-1 and 2), Growth Targets (CPP-GT-1 to CPP-GT-6), Health, Healthy Communities, and Healthy Community Planning (CPP-H-1 to CPP-H-6), Historic, Archeological and Cultural Preservation (CPP-HAC-1 to CPP-HAC-5), Military Installations and Compatibility (CPP-MI-1 to CPP-MI-5), Rural Areas (CPP-RUR-1 to CPP-RUR-13), Transportation Facilities and Strategies (CPP-TR-1 to CPP-TR-22), Tribal Consultation, Coordination and Lands Compatibility (CPP-TC-1 to CPP-TC-5), and Urban Growth Areas (CPP-UGA-1 to CPP-UGA-16). The County's Agricultural Conservation and Lands, Military Installations and Compatibility and Rural Areas policies do not apply to this plan.

Pierce County Buildable Lands

Comprehensive Plans and/or development regulations must provide sufficient capacity of land suitable for development to accommodate allocated housing and employment growth, including the accommodation of, as appropriate, the medical, governmental, educational, institutional, commercial, and industrial facilities related to such growth, as adopted in the applicable countywide planning policies and consistent with the twenty-year population forecast from the Washington State Office of Financial Management. (RCW 36.70A.115)

In 1997, GMA was amended to require certain counties and their cities and towns to monitor development activities and conduct a coordinated housing unit and employment capacity analysis for each of the jurisdictions. Pierce County and its cities and towns are required by state law to participate in this "Buildable Lands" monitoring program. Since 1997, Pierce County and its 23 cities and towns have worked collaboratively in a program to collect annual development permitting data, inventory developable land, and enhance information relating to wetlands and steep slopes.

The Buildable Lands Program, this collaborative program is aimed at satisfying the GMA requirements and improving accuracy in the information used to determine the capacity of Pierce County's UGA. Pierce County published its first consolidated residential/employment capacity analysis in August 2002, second in September 2007, and third in June 2014. The most recent Pierce County Buildable Lands Report was adopted in November 2022.

Compatibility

This comprehensive plan addresses each of the policy areas in the Growth Management Act, VISION 2050, the applicable Pierce County Countywide Planning Policies, and the requirements of the Pierce County Buildable Lands targets.

Structure of Comprehensive Plan

The Comprehensive Plan provides information on the existing conditions of the Town and provides a policy framework for decisions about the development and growth of the Town and its UGA. It is divided into several sections, as follows:

- CHAPTER 1: INTRODUCTION**– is an introduction to the Town of Wilkeson, the reasons for the Comprehensive Plan and the legal framework, the Town’s planning history, and its engagement in citizen participation.
- CHAPTER 2: LAND USE ELEMENT** – describing the Town and UGA’s current conditions, population growth forecasts, land use plan and growth management policies.
- CHAPTER 3: CRITICAL AREAS ELEMENT** – provides direction on how development should be regulated adjacent to and within critical areas.
- CHAPTER 4: HOUSING ELEMENT** – addressing housing conditions, needs and affordability issues.
- CHAPTER 5: PARKS, RECREATION AND OPEN SPACE ELEMENT** – addressing needs for public.
- CHAPTER 6: UTILITIES ELEMENT** – inventorying the major utility providers in Wilkeson and their capacities or expansion plans.
- CHAPTER 7: TRANSPORTATION ELEMENT** – describing town transportation needs and plans as related to land use.
- CHAPTER 8: CAPITAL FACILITIES ELEMENT** – linking land use information to capital improvement and public facility needs.
- CHAPTER 9: ECONOMIC DEVELOPMENT ELEMENT** – providing strategies to retain and attract employers to the town.

Wilkeson Plan History

The Town of Wilkeson does not currently have a separate Planning Commission. The Town Council does all the legislative work of a Planning Commission as required by Law. The Town Council has been actively engaged in the preparation, discussion and completion of this Plan.

The Wilkeson Comprehensive Plan was originally adopted by the Wilkeson Town Council in 1995. This Plan and subsequent updates were created as a result of the State of Washington Growth Management Act. The original Town Comprehensive Plan included all the elements of the GMA, explained the character of Wilkeson, identified specific geologic hazards and created a vision for the Town. The Plan was subsequently updated as required by Law, most recently in 2015.

This current Plan can be considered a Plan Update required by the State of Washington pursuant to RCW 36.70A.130. It is an update of the 2015 Plan and includes more information and Goals and Policy direction than earlier versions. It is also compliant with the updated state law, multicounty planning policies, Pierce County Countywide Planning Policies, Washington Office of Financial Management population projections and the Pierce County Buildable Lands process.

Citizen Participation

The GMA requires that each town establish and broadly disseminate to the public a public participation program consistent with RCW 36.70A.035 and 36.70A.140 that identifies procedures and schedules whereby updates, proposed amendments, or revisions of the comprehensive plan are considered by the governing body of the town no more frequently than once every year. (RCW 36.70A.130(2)(a))

Citizen Participation is vital to the preparation and understanding of any Comprehensive Plan. One of the primary goals spelled out in the Growth Management Act requires active participation of/by the citizens.

It is customary for the Wilkeson Town Council to actively engage the citizens in the discussion of all policy and action items on the Town Council. This local custom keeps the citizens engaged and allows their active participation in discussions. This custom has held true for the preparation and adoption of the Town Plan and Updates over the years.

In June 2023 the Town of Wilkeson created a Public Participation Plan. Please see Appendix A. At the same time, the Town launched a Public Survey. The survey asked questions about what the community most enjoyed about living in Wilkeson, what could be improved, what would make Wilkeson ideal, whether any new businesses would be nice in town, what kind of housing the community would like to see, the community’s feelings about development in general, and the community’s feelings about local parks and trails. For the survey, please see Appendix B. Appendix C shows the raw data from the survey results.

A snapshot of the survey responses is shown below.

Comp Plan Survey Results

Top 5 Town Attributes Needing Improvement	Improvements or changes you want to see in Wilkeson	What people like about living in Wilkeson
Preservation of small-town character	More community events and gatherings	Small Town Feel and Atmosphere
Natural environmental quality	More outdoor recreation opportunities	Community
Outdoor recreation opportunities- Improvement of the Foothills Trail	Better sidewalks, roads or utilities	Safety/low crime
Community gathering opportunities and amenities	More businesses	Environment
Design and aesthetics of the built environment (i.e., buildings, streetscapes, landscaping)		Historical Background

Chapter 2 – Land Use Element

Introduction

Organization of the Land Use Element

The land use element is divided into five sections. The first section summarizes mandated population, housing unit and employment targets and the provisions of the buildable lands program that are used to demonstrate Comprehensive Plan consistency with these targets. The second section lists goals and policies that shape how the Wilkeson community lives on the land and how Wilkeson's government officials and citizens will manage the processes of making land use decisions. The goals and policies also respond to the requirements, goals, and planning principles of the GMA while providing for the protection and enhancement of Wilkeson's community character. The third section of the land use element identifies and defines land use designations and their applicability to the community. The fourth section contains required information such as population density, building intensity, and estimates of future growth. The fifth section examines planned land use in adjacent jurisdictions to ensure consistency.

Planning Requirements

Washington State Growth Management Act

The Washington State Growth Management Act (GMA), Section RCW 36.70A.070(1) requires that all comprehensive plans contain a land use element with information 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 and green spaces, urban and community forests within the urban growth area, 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 ground water used for public water supplies. The land use element must give special consideration to achieving environmental justice in its goals and policies, including efforts to avoid creating or worsening environmental health disparities. Wherever possible, the land use element should consider utilizing urban planning approaches that promote physical activity and reduce per capita vehicle miles traveled within the jurisdiction, but without increasing greenhouse gas emissions elsewhere in the state. Where applicable, the land use element shall review drainage, flooding, and stormwater runoff 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. The land use element must reduce and mitigate the risk to lives and property posed by wildfires by using land use planning tools, which may include, but are not limited to, adoption of portions or all of the wildland urban interface code developed by the international code council or developing building and maintenance standards consistent with the firewise USA program or similar program designed to reduce wildfire risk, reducing wildfire risks to residential development in high risk areas and the wildland urban interface area,

separating human development from wildfire prone landscapes, and protecting existing residential development and infrastructure through community wildfire preparedness and fire adaptation measures."

Fifteen planning goals are contained in the GMA (RCW 36.70A.020). This land use element responds to those concerning land use, including:

- (1) **Urban growth.** *Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.*
- (2) **Reduce sprawl.** *Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.*
- (3) **Transportation.** *Encourage efficient multimodal transportation systems that will reduce greenhouse gas emissions and per capita vehicle miles traveled, and are based on regional priorities and coordinated with county and city comprehensive plans.*
- (4) **Housing.** *Plan for and accommodate housing affordable to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.*
- (5) **Economic development.** *Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.*
- (6) **Property rights.** *Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.*
- (7) **Permits.** *Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.*
- (8) **Natural resource industries.** *Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forestlands and productive agricultural lands, and discourage incompatible uses.*
- (9) **Open space and recreation.** *Retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.*
- (10) **Environment.** *Protect and enhance the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.*

- (11) **Citizen participation and coordination.** *Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts.*
- (12) **Public facilities and services.** *Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.*
- (13) **Historic preservation.** *Identify and encourage the preservation of lands, sites, and structures, that have historical or archaeological significance.*
- (14) **Climate change and resiliency.** *Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies under RCW 36.70A.210 and chapter 47.80 RCW adapt to and mitigate the effects of a changing climate; support reductions in greenhouse gas emissions and per capita vehicle miles traveled; prepare for climate impact scenarios; foster resiliency to climate impacts and natural hazards; protect and enhance environmental, economic, and human health and safety; and advance environmental justice.*
- (15) **Shorelines of the state.** *For shorelines of the state, the goals and policies of the shoreline management act as set forth in RCW 90.58.020 shall be considered an element of the county's or city's comprehensive plan.*

Finally, the GMA provides a mandatory framework for several other planning principles and techniques in the land use element:

- Establishment of urban growth areas (UGAs) for which municipalities assume responsibility for long-term planning of urban services,
- Identification of lands useful for public purposes and a process for siting essential public facilities, and
- Protection of critical areas from inappropriate development and to retain vital components of a healthy natural ecosystem.

VISION 2050 Multicounty Planning Policies (MPPs)

VISION 2050 recognizes that to meet the demands of a growing and changing population in the central Puget Sound, the region needs to develop vibrant communities that offer a diverse and well-distributed mix of homes affordable to both owners and renters in every demographic and income group in the context of a robust economy with an efficient and well distributed transportation and public services system while carefully protecting the natural environment. VISION 2050 offers 54 policies related to development patters under the goal of encouraging the region to create healthy, walkable, compact, and equitable transit-oriented communities that maintain unique character and local culture, while conserving rural areas and creating and preserving open space and natural areas. The Multicounty Planning Policies respond to changing demographics and the need to address the region's development patterns. With respect to development patterns the MPPs address:

- Building urban communities,
- Promoting healthy communities
- Supporting connections to opportunities in centers
- Providing a framework for annexation and incorporation,
- Protection of Rural Areas and Natural Resource Lands,
- Collaboration to preserve and enhance Important Uses, and
- Supporting growth through concurrency.

Population, Housing Unit and Employment Targets for 2044

The Growth Management Act requires Pierce County to designate urban growth areas based on the urban growth population projection made for the County by the Office of Financial Management (OFM). Counties have the authority, as regional governments, to allocate population and employment to the cities within their boundaries. In addition, VISION 2050 requires Pierce County and its cities and towns to adopt housing unit and employment targets, accounting for PSRC’s Regional Growth Strategy (RGS) by directing future growth to distinct regional geographies and local centers and their respective growth shares for population and employment.

Buildable Lands – Background Requirements of RCW 36.70A.215

RCW 36.70A.215 requires six counties, including Pierce County, to evaluate whether a county and its municipalities have sufficient capacity or land supply to accommodate urban densities within urban growth areas. To do this, the counties and municipalities compare growth and development assumptions, targets, and objectives contained in the Countywide Planning Policies and each jurisdiction’s comprehensive plan with data that reveals actual growth and development patterns for urban, rural, and resource lands. At a minimum, the evaluation establishes the density of constructed housing and determines whether there is sufficient suitable land to accommodate the countywide population projection, as well as the extent of land developed for commercial and industrial uses within the urban growth area.

Buildable Lands Countywide Planning Policy Summary

Pierce County, in cooperation with other cities and towns within the County, has established a Pierce County Buildable Lands Program (Program) to provide a Countywide monitoring and analysis mechanism that complies with the requirements of RCW 36.70.A.215. The Program is coordinated through Pierce County Planning and Public Works. The focus of the Program is an analysis of annual development data related to locally adopted comprehensive plan goals and policies, the calculation of residential and employment land capacity as compared to the 20-year need, and identification of actions to rectify inconsistencies.

The primary product of the Program is the publication of a Buildable Lands Report by Pierce County every ten years, the first being issued in 2002 and the most recent being the fourth edition issued in September 2021 and revised in November 2022. Each municipality within Pierce County provides information on land development activities to the County and assists in an inventory of buildable lands. Wilkeson and other municipalities follow the guidelines specified in the *Buildable Lands Report* for the collection, monitoring, and analysis of development activity and potential residential/employment capacity.

Pierce County, in consultation with its municipalities, analyzes inventoried buildable lands to evaluate the County’s ability to accommodate its 20-year population and employment land needs. The Buildable Lands Report includes a summary of development activity by zoning classification and detailed assumptions incorporated in the residential and employment capacity analysis for each jurisdiction.

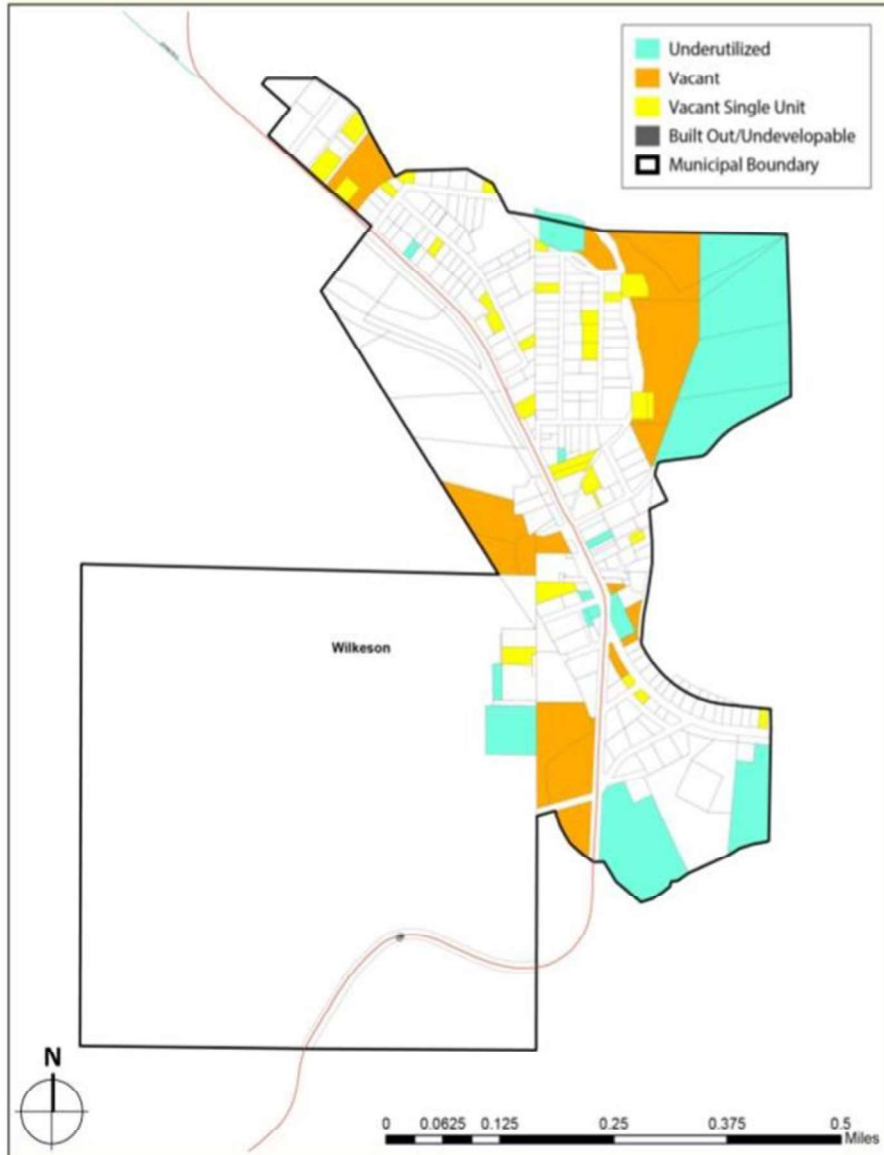
Targets for 2044

Pursuant to Pierce County Ordinance No. 2022-46s, the Pierce County Council has established population, housing unit, and employment targets for the year 2044 consistent with state and regional requirements and local considerations. The adopted targets for Wilkeson are summarized below.

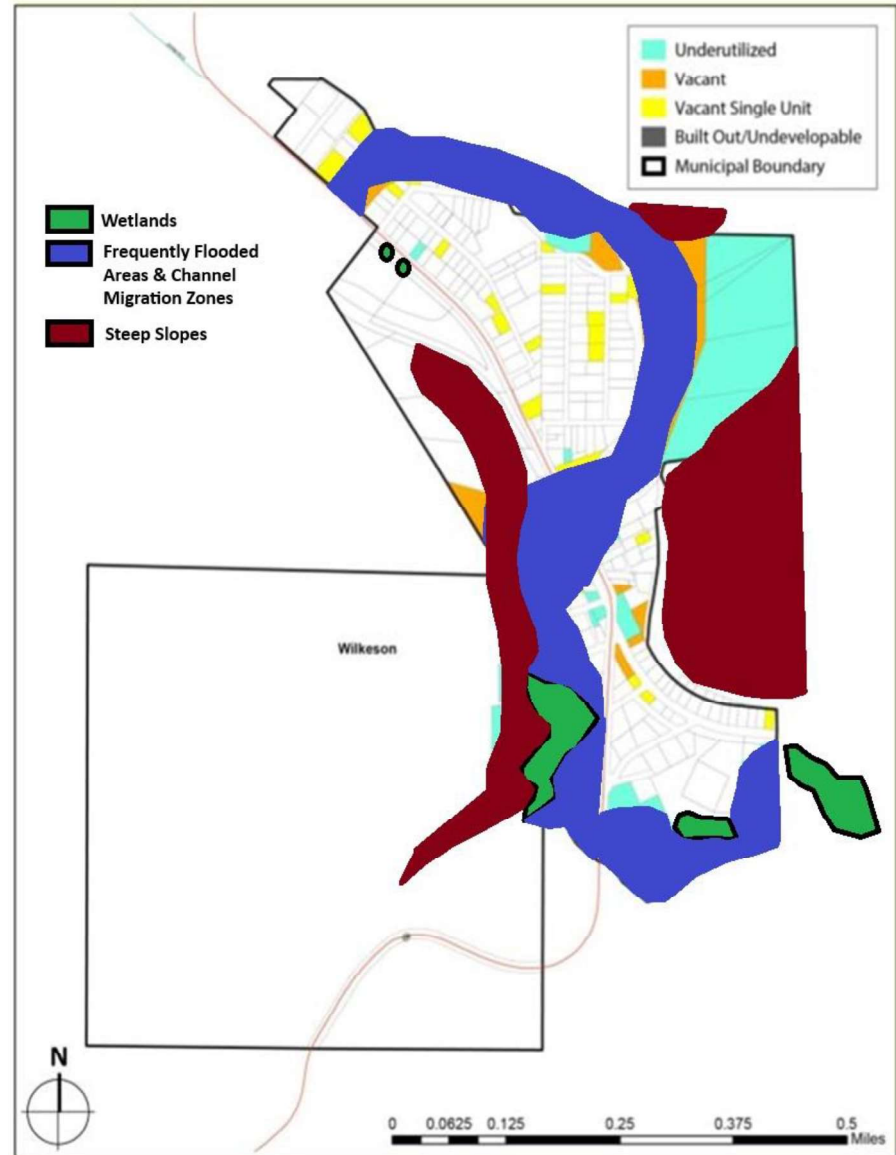
GMA Population, Housing Unit and Employment Targets			
Population	Estimated 2020 Census Population	2020-2044 Population Growth	2044 Total Population Allocation
	499	187	686
Housing Unit	Estimated 2020 Census Housing Units	2020-2044 Housing Unit Growth	2044 Total Housing Unit Allocation
	182	69	251
Employment	2020 Total Employment Estimate	2020-2044 Total Employment Growth	2044 Total Employment Target
	85	11	96

The Town must demonstrate it can accommodate this growth during this planning horizon by identifying that it has enough developable land zoned at sufficiently high enough densities and intensities to be able to achieve these targets. The map on the following page shows Pierce County’s Buildable Lands Inventory for Wilkeson. In it, the County analyzed underutilized (teal) and vacant properties (orange and yellow). We have overlain Wilkeson’s critical areas (See Chapter 3 Critical Areas Element) to provide some context as to why these properties are underdeveloped or vacant.

Pierce County's Buildable Lands Inventory



Buildable Lands Inventory with Critical Areas Overlay



The tables below are from the 2022 Pierce County Buildable Lands Report. These tables summarize the land available for development by zone and use type – dwelling units and jobs. When combining vacant and underutilized land, vacant single units and the development in the pipeline at the time of the report, Pierce County determined there is adequate residential zoning to accommodate only an additional 43 new housing units, which leaves a deficit of 26 additional units the Town must accommodate to meet the 2020-2044 target. As demonstrated by the maps on the prior page, less land is available than it seems before removing the various critical areas, especially floodplain and channel migration zones (See Chapter 3 Critical Areas Element).

It’s important to note Pierce County feels Wilkeson needs to grow by an additional 37.5% of housing units in a twenty-year planning period. This is a radical departure from the growth trends exhibited in Wilkeson over the last planning period. The 2010 US Census found 175 housing units in Wilkeson. The 2020 OFM estimate was 182 housing units. The Pierce County 2044 target for Wilkeson is to grow by over a third the existing size to 251 housing units. From 2010 to 2020, only seven new units were produced in Wilkeson, less than one new unit per year (mean = 0.7/year actual). Wilkeson is being asked to build an average of 3.45 new unit/year, almost five times the historical growth rate¹.

As shown on the table below from the County’s 2022 Buildable Lands Report, Pierce County assumed there is no capacity for residential in the Town’s Commercial zone (WMC 17.03.040) and very little in the R-3 multi-family zone (WMC 17.03.030). No mention was made of the Town’s Planned Unit Development Code (WMC 17.03.060). Both the Commercial and Multifamily zones allow for a density of 16 dwelling units/acre. The Commercial zone also explicitly permits transitional housing, group homes and assisted living facilities. Under RCW 43.21C.450, and chapters 35A.21, 35.21 and 19.27A RCW, any of the existing commercial buildings in either the Commercial or Multifamily zones can be retrofitted for residential use. Wilkeson is home to the state historic register Washington Hotel and Brothel. Residential use in the Historic District is not without precedent. It’s possible retrofitting or the creation of new residential in the Commercial district, an already permitted use, will allow Wilkeson to bridge the gap and allow for the additional 26 units the County would like the town to create. Wilkeson’s existing PUD code allows for residential or mixed use with an allowable density bonus of 20%. Wilkeson is also likely to make up the difference by adopting the new Accessory Dwelling Unit codes (RCW 36.70A.681) and conforming to the Missing Middle Housing requirements of allowing a duplex in every residentially zoned lot (RCW 36.70A.635(1)(c)).

Zone	Vacant	Underutilized	Vacant Single Unit	Pipeline	Total
C	0	-2	0	0	-2
P	0	0	0	0	0
R-1	4	10	0	0	14
R-2	2	11	14	0	27
R-3	1	2	1	0	4
Total	7	21	15	0	43

¹ Note the Pierce County Buildable Lands Report rounded the historical production up (0.7 became 1 unit/year) while rounding the target projection down (3.45 became 3 units per year), thus significantly underreporting the impact.

There is enough existing land zoned for commercial uses to provide for 37 new jobs, which is far higher than the 11 jobs allocated to Wilkeson in the 2020-2044 time period. Wilkeson has adequate land capacity given its existing zoning to accommodate the buildable lands employment projections.

Zone	Vacant	Underutilized	Pipeline	Total
C	4	26	0	30
P	0	2	0	2
R-1	1	2	0	3
R-2	0	2	0	2
R-3	0	0	0	0
Total	5	32	0	37

Pierce County Planning Policies (CPPs)

Pierce County updated its Countywide Planning Policies (CPPs) in 2022 (Pierce County Ordinance No. 2022-46s). The major focus of the CPPs with respect to land use is compliance with the GMA, specifically with respect to:

- buildable lands,
- community and urban design,
- growth targets,
- health, healthy communities, and healthy community planning,
- historic, archaeological, and cultural preservation, and
- urban growth areas.

The following are CPPs are related to Wilkeson’s Land Use Element:

CU-1: Incorporate community and urban design principles consistent with VISION 2050 to create communities that:

- 1.1: Impart a sense of place;
- 1.2: Preserve local character;
- 1.3: Provide for mixed uses and choices in housing types;
- 1.4: Encourage walking, bicycling and transit use; and
- 1.5: Provide for access to healthy food purveyors such as grocery stores, farmers markets, and community food gardens in proximity to residential areas and centers.

GT-3: Jurisdictions should incorporate adopted growth targets when updating their local comprehensive plans.

- 3.1: Growth targets are the minimum number of residents, housing units, or jobs a given jurisdiction is planning to accommodate within the appropriate planning horizon and are to be developed through a collaborative countywide process that ensures all jurisdictions are accommodating a fair share of growth.

- 3.3: Targets are informational tools integrated into local land use plans to assist in formulating future residential and employment land needs.
- H-1: Incorporate human health considerations into each planning element of comprehensive plans, including subarea plans. Prioritize planning practices (e.g. processes, policies, programs, projects and investment decisions) to support mental, social and physical wellbeing for all.
- H-2: Apply a “Health-In-All-Policies” framework that considers and integrates healthy community planning when making planning and other policy decisions.
- H-3: Identify and mitigate health and equity impacts of policy, regulation, or development proposals. This may include:
 - 3.1: Seeking to consider the health ramifications of physical and built environment impacts when conducting SEPA reviews.
 - 3.2: Utilizing a Health Impact Assessment when Environmental Impact Statement (EIS) is required.
 - 3.3: Applying equity tools or other data-informed analyses to assess health and equity impacts, with particular emphasis on negative impacts to underserved populations.
 - 3.4: Identifying, integrating, and implementing mitigation actions in collaboration with the affected populations.
 - 3.5: Developing public investment evaluation criteria to prioritize public investments to address health disparities; or
 - 3.6: Implementing development standards and conditions to prevent, minimize, and mitigate potential negative health impacts from development activities.
- H-4: Meaningfully engage and empower all people, particularly the underserved, in planning for communities. This may include:
 - 4.1: Increasing familiarity with health data, community-based/grassroots organizations, social and environmental determinants of health, and health inequities.
 - 4.2: Making special efforts to outreach and understand community needs and the aspirations of underserved populations.
 - 4.3: Working with populations experiencing health disparities and strengthen their capacity for collective efficacy.
 - 4.4: Including special needs and diverse populations representative of your jurisdiction demographics or historically underserved.
 - 4.5: Helping communities understand how short- and long-range policy, land use, infrastructure, and other decisions affect the public health of the entire community, and how to effectuate ongoing positive health outcomes.
- H-5: Promote cooperation and coordination among public service providers, local government, the local health department, developers, community organizations, and all

- segments of the community to encourage healthy developments that promote and improve physical and social well-being for all.
- H-6: Apply evidence and performance-based planning practices to carry out healthy community planning. This may include:
- 6.1: Conducting livability needs assessment to help identify needs, opportunities and threats, including, but not limited to, health and equity issues, to inform local comprehensive or subarea plan development.
 - 6.2: Collecting, analyzing and interpreting health and other evidence-based data to support comprehensive or strategic planning.
 - 6.3: Identifying health-supporting policies and strategies based on well-founded research evidence.
 - 6.4: Developing, monitoring and managing meaningful built environment metrics and health outcomes to gauge implementation progress in collaboration with the public; or
 - 6.5: Periodically revisiting goals and evaluating related policies and action strategies based on performance outcomes to improve health in collaboration with the affected public.
- HAC-1: Utilizing applicable federal, state, and local designations, and in cooperation with the Indian tribes, all jurisdictions shall identify the presence of federal, state, and local historic, archaeological and cultural lands, sites, and structures, of significance within their boundaries.
- HAC-2: Consider the potential impacts of development to culturally significant tribal sites.
- HAC-3: Jurisdictions may, utilizing County standards or locally-developed standards, identify and designate local historic, archaeological and cultural lands, sites, and structures of significance within their boundaries.
- HAC-4: Encourage public education programs regarding historic, archaeological, and cultural lands, sites, and structures as a means of raising public awareness of the value of maintaining those resources.
- HAC-5: Utilize urban design strategies and approaches to ensure that changes to the built environment preserve and enhance the region's and the county's unique attributes and each community's distinctive identity in recognition of the economic value of sense of place.
- UGA-5: Pierce County, in conjunction with its cities and towns, shall establish a strategy for future annexations within the urban growth area.
- UGA-14: Freestanding Cities and Towns are local focal points where people come together for a variety of activities, including business, shopping, living and recreation. Often, Freestanding Cities and Towns include a strong public presence because they are the location of city hall, main street, and other public spaces.
- 14.1: Freestanding cities and towns should provide the majority of services and jobs for surrounding rural residents.

UGA-15: Freestanding Cities and Towns will be characterized by a compact urban form that includes a moderately dense mix of locally oriented retail, jobs and housing that promotes walking, transit usage, when feasible, and community activity.

15.1: Freestanding Cities and Towns will be developed at a higher density than surrounding urban and rural areas.

15.2: Small scale forms of intensification such as accessory housing units and development of vacant lots and parking lots help achieve the qualities of centers while preserving the neighborhood character.

15.3: Freestanding cities and towns should provide more concentrated and varied housing options than surrounding rural areas.

UGA-16: At a minimum, Freestanding Cities and Towns will be served by State Routes which connect them to other centers and to the regional high-capacity transit system. In some instances, Freestanding Cities and Towns may have direct connections to the local public transportation system.

Land Use Designations

Land use designations for this comprehensive plan have been determined primarily by existing land uses. Wilkeson includes historic areas that were first developed over a century ago and have remained largely developed. These historic areas provide limited infill development opportunities though the existing buildings may be rehabilitated or remodeled for additional residential and employment capacity. As such, goals and policies not only address infill development and redevelopment, but they also focus on the ongoing maintenance, refinement, and improvement of the existing community. This comprehensive plan emphasizes maintaining and enhancing Wilkeson's community character through land use designations and goals and policies that cultivate the presence of desirable features in existing development, redevelopment, and infill development. Land use designations for

Wilkeson and its UGA include:

- R-1 Residential District, Low Density
- R-2 Residential District, Medium Density
- R-3 Residential District, Multifamily
- C Commercial District
- P Public District
- Planned Unit Development, PUD

The remainder of this section defines each land use designation for Wilkeson and its UGA.

R-1 Residential District, Low Density

Allowable Uses

The Low Density Residential (R-1) designation generally applies to areas of the community that have previously been platted and developed for single-family dwellings. This zone is predominantly located in areas with extensive critical areas including shorelines and floodplains. R-1 areas will include the following housing types:

- Single family attached (duplex) and detached dwelling units, and
- Attached and detached accessory dwelling units.

Special Permit uses in this zone include churches and nursery schools or day care centers. Conditional uses include assisted living facilities (WMC 17.03.010). Home occupations that are compatible with the surrounding neighborhood are permitted (WMC 17.07.040).

Building Intensity

A building intensity of five to six dwelling units per acre will be achieved in R-1 Low Density Residential areas depending on the development pattern. Allowable building intensity, as measured by the coverage of land with impervious surface and other factors, is specified in the Town's zoning regulations (Title 17 WMC).

Population Density

Assuming an average household size of 2.81 persons and 5.8 units per acre (based on a 7,500sf lot size – WMC 17.03.010.A), R-1 areas will accommodate approximately 15-16 persons per acre.

R-2 Residential District, Medium Density

Allowable Uses

The Medium Density Residential (R-2) designation generally applies to areas of the community that contain single-family dwellings at higher density than the R-1 district. R-2 areas will include the following housing types:

- Single family attached (duplex) and detached dwelling units, and
- Attached and detached accessory dwelling units.

Special Permit uses in this zone include churches and nursery schools or day care centers. Conditional uses include assisted living facilities (WMC 17.03.010). Home occupations that are compatible with the surrounding neighborhood are permitted (WMC 17.07.040).

Building Intensity

The minimum lot size in the R-2 district is 5,000sf (WMC 17.03.020.A). A building intensity of eight to nine dwelling units per acre may be achieved in R-2 Medium Density Residential District, depending on the development pattern. Allowable building intensity, as measured by the coverage of land with impervious surface and other factors, is specified in the Town's zoning regulations (Title 17 WMC).

Population Density

Assuming an average household size of 2.81 persons and eight to nine units per acre, R-2 areas will accommodate approximately 22 to 25 persons per acre.

R-3 Residential District, Multifamily

Allowable Uses

The Multifamily Density Residential (R-3) designation allows for a different mix of housing units, including multi-family uses. R-3 areas will include the following housing types:

- Single family attached (duplex) and detached dwelling units,
- Multifamily dwellings, including apartments and townhomes, and
- Attached and detached accessory dwelling units.

Special Permit uses in this zone include churches and nursery schools or day care centers. Conditional uses include assisted living facilities (WMC 17.03.030). Home occupations that are compatible with the surrounding neighborhood are permitted (WMC 17.07.040).

Building Intensity

For single family homes, the development standards of the R-2 District apply. For multifamily development, the minimum lot area for the first two dwelling units is 8,500sf and then 2,500sf for each additional dwelling unit (WMC 17.03.030.G). The maximum density is 16 dwelling units per acre. Allowable building intensity, as measured by the coverage of land with impervious surface and other factors, is specified in the Town's zoning regulations (Title 17 WMC).

Population Density

Assuming an average household size of 2.81 persons and 16 units per acre, R-3 areas will accommodate approximately 45 persons per acre.

C Commercial District

Allowable Uses

The purpose and intent of the commercial district is to recognize the existence of commercial areas and to provide use incentives and development standards which will encourage the redevelopment and upgrading of commercial areas. It is also meant to provide for a range of trade, service, entertainment, and recreation land uses.

Commercial Mixed-Use areas will allow retail businesses, offices, and services for which the primary clientele will most likely be Wilkeson residents, local employees, and tourists. Examples of such businesses include appropriately sized grocery stores and pharmacies, health care and other professional offices, tourist-oriented gift shops, bike and outdoor recreation equipment shops, small bakeries, clothiers, beauty shops, coffee shops, restaurants, small financial institutions, etc. Businesses and organizations that are culturally enriching will also be allowed. Examples of such businesses and organizations include art galleries, bookstores, dance studios, museums, live theaters, senior centers, etc. Commercial strip development should be discouraged. Automobile-oriented businesses such as restaurants with drive-up windows may be allowed subject to compliance with screening and other development standards intended to minimize impacts on neighboring properties and de-emphasize their auto orientation.

In addition, residential uses are permitted including all of the uses in the R-1, R-2 and R-3 districts as well as hotels and motels (WMC 17.03.040.A). Transitional housing facilities are also permitted (WMC 17.03.040.A.3). Special Permit uses in this zone include churches and nursery schools or day care centers. Conditional uses include assisted living facilities (WMC 17.03.040.B).

Building Intensity

The minimum lot size in the Commercial district is 2,500sf (WMC 17.03.040.E). A building intensity of 16 dwelling units per acre may be achieved in the Commercial District, depending on the development pattern. Allowable building intensity, as measured by the coverage of land with

impervious surface and other factors, is specified in the Town’s zoning regulations (Title 17 WMC).

Population Density

Assuming an average household size of 2.81 persons and eight to nine units per acre, R-2 areas will accommodate approximately 22 to 25 persons per acre.

P Public District

Allowable Uses

The public district is reserved for public uses such as parks, government buildings, schools, utilities, public parking, cemeteries and the Town watershed (WMC 17.03.050).

Building Intensity

No non-public uses are permitted here, nor is any residential use. Development standards are determined on a case-by-case basis by the Town Council.

Planned Unit Developments (PUD)

Allowable Uses

Planned Unit Developments are permitted in all zoning districts. The permitted uses are the same as the underlying zoning classification. If a PUD is 10 acres or more, the use may be mixed use in any underlying zone. PUDs offer density bonus standards. The Council may authorize up to 20% more dwelling unit density than permitted by the underlying zone with the provision of open space (4%), active recreation areas (4%), low impact stormwater management (2%), the use of native vegetation (4%), the limitation of parking into smaller areas (2%), mixed housing types (2%) and the use of a professional design/development team (2%) (WMC 17.03.060).

Population and Land Use

Population

In 2010, Wilkeson had 169 households and a population of 477 people. The latest population figures from the 2020 US Census show 182 housing units and 499 people living in Wilkeson.

Year	Population		Year	Population
1880	104		1970	317
1910	899		1980	316
1920	803		1990	366
1930	448		2000	395
1940	369		2010	477
1950	386		2020	499
1960	412			

Sources: U.S. Census Bureau – Decennial Census 2020.

Age Distribution

Age (years)	Number	Percent
Total population	504	100.0
Under 5 years	9	7.7
Under 18 years (all)	126	25.0
65 years and over	90	17.9
Median age	32.9	N/A

Source: American Community Survey 2022

Current Land Use

Historically, the boundaries and configuration of Wilkeson have been shaped by the presence of the Burlington Northern Railroad (and its predecessor), SR165, Wilkeson Creek and its tributaries and steep slopes surrounding town. The Town contains 299 acres, of which 156 acres represent the Town’s tree farm and watershed preservation area. developed or occupied, leaving roughly 60 acres vacant or undeveloped. The table on the following page is from the County’s 2022 Buildable Lands analysis.

Characteristics/Category	Vacant	Underutilized	Vacant Single Unit	Pipeline
Total Acreage (Gross)	19.86	37.97	1.85	0.00
Average Lot Size (Gross)	1.10	0.95	0.12	0.00
Total Acreage (Net)	7.74	28.58	1.72	0.00
Average Lot Size (Net)	0.43	0.71	0.11	0.00
Percent Critical Areas	61%	25%	7%	0%

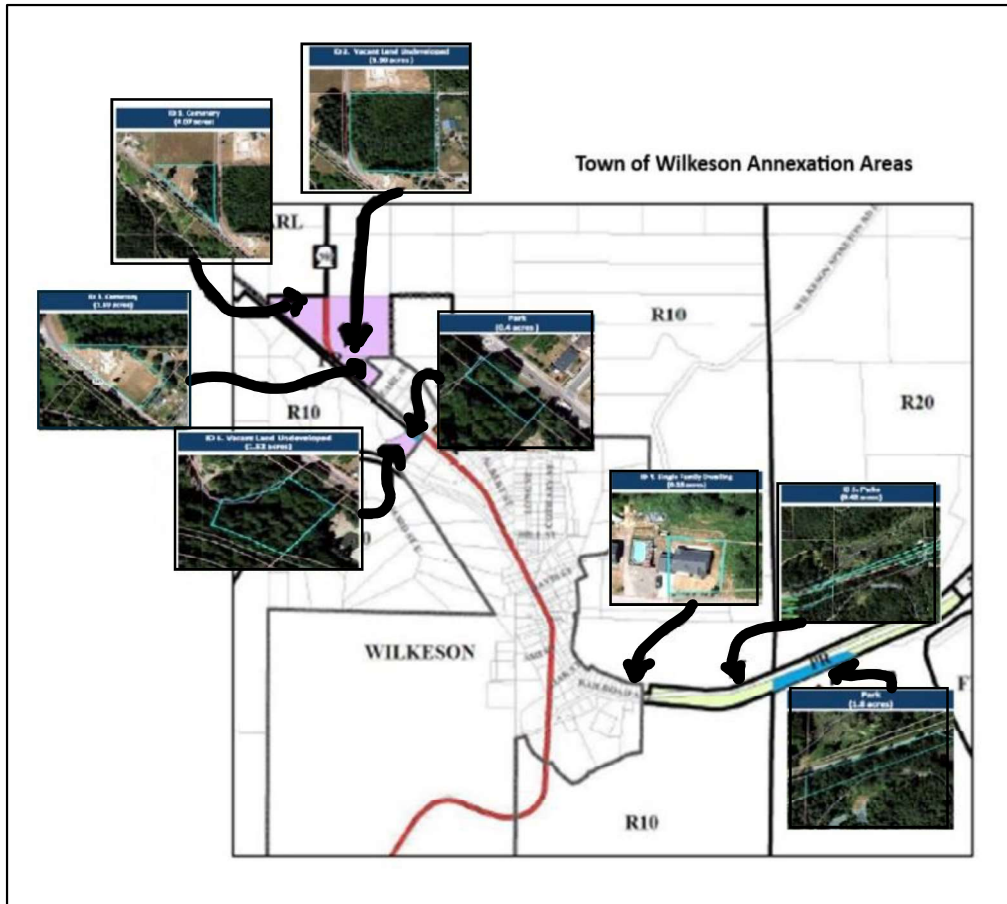
Land Classification	Acres	Percent
Residential	99.2	33.2
Commercial	6.9	2.3
School	14.3	4.8
Recreational	5.5	1.8
Other Government	6.4	2.2
Road and Utility ROW	11.2	3.7
Watershed/Tree Farm	155.5	52.0
Total	299.0	100.0

Urban Growth Area

In 2021, Pierce County updated its Potential Annexation Areas map at Wilkeson’s request. Wilkeson’s urban growth area was increased by eight parcels. The only parcel with a residence is a split zone. The driveway and garage are in Wilkeson, but the house is in unincorporated Pierce

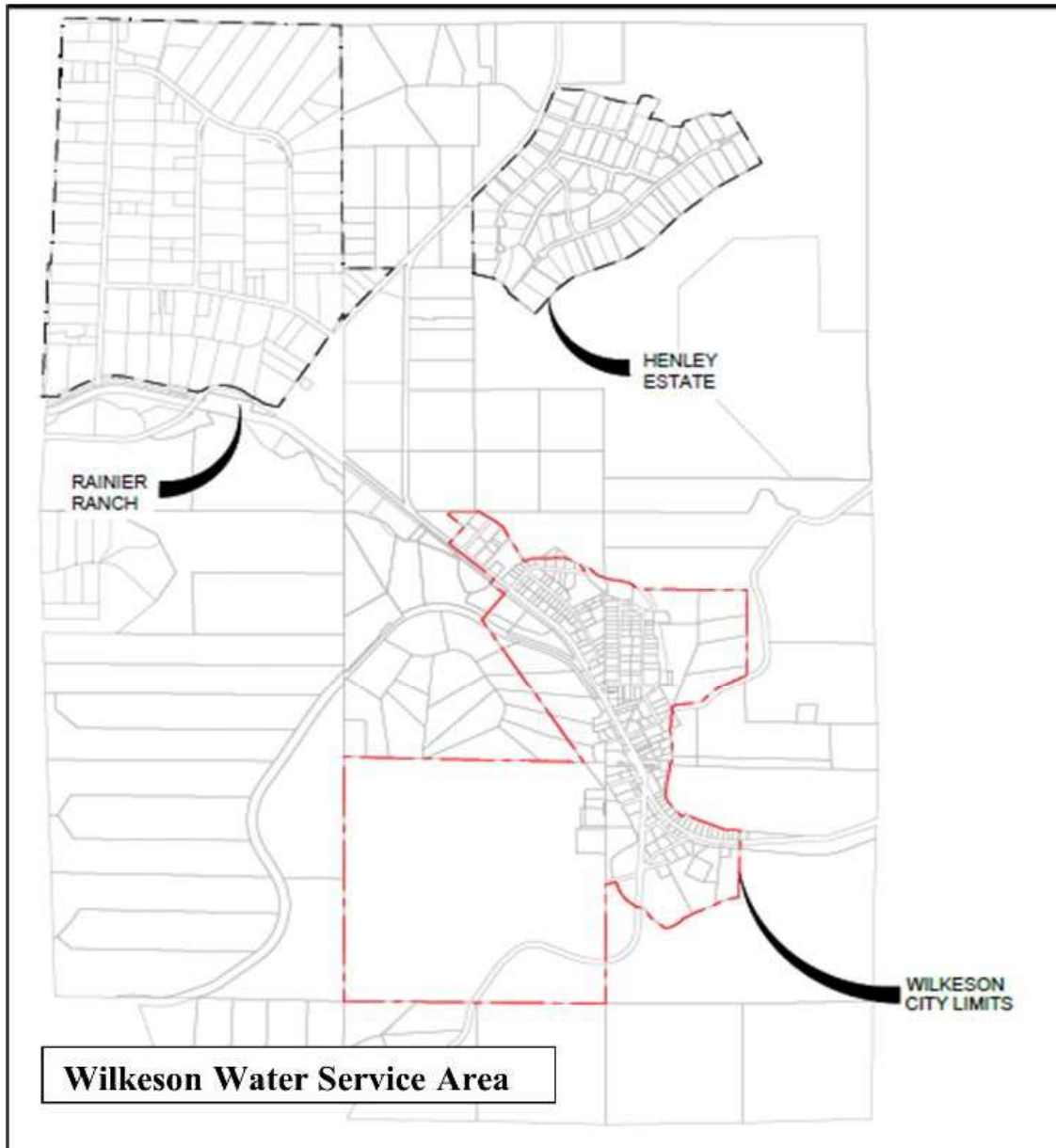
County. This resident requested annexation into Wilkeson. The other parcels are undevelopable. Two of these parcels are cemetery properties, one owned by the Town and the other by the Archdiocese of Seattle. The remaining are parks or open space properties. Wilkeson anticipates annexation of these eight properties in 2024. All of the properties proposed for annexation are either built out or undevelopable. The zoning designation for APN 0619284039 is R-2 and is proposed to remain so. The remaining properties are designated P Public Use and will also remain so.

Address	Parcel Number	Acres	Proposed Designation/Zone	Buildable Lands Category	Reason Categorized
647 Railroad Ave	0619284039	0.2	Moderate Density Single Family (MSF)/MSF	Built-out / Undevelopable	Cannot accommodate more residential units
XXX Quinon Ext Rd E	0619284057	9.4	Park & Recreation (PR)/PR	Built-out / Undevelopable	Existing use unbuildable (park)
XXX Johns Rd E	0619213024	4.1	Public Institution (PI)/PI	Built-out / Undevelopable	Existing use unbuildable (cemetery); proposed zone
XXX State Route 165 E	0619213023	9.9	PI/PI	Built-out / Undevelopable	Ownership (Town); proposed zone
XXX State Route 165 E	0619282015	1.7	PI/PI	Built-out / Undevelopable	Existing use unbuildable (cemetery); proposed zone
220 Church St	0619282063	1.5	PI/PI	Built-out / Undevelopable	Ownership (Town); proposed zone
XXX Quinon Ext Rd E	0619284058	1.8	PR/PR	Built-out / Undevelopable	Existing use unbuildable (park)
XXX Church St	0619282072	0.4	PR/PR	Built-out / Undevelopable	Existing use unbuildable (park)



Urban Service Area

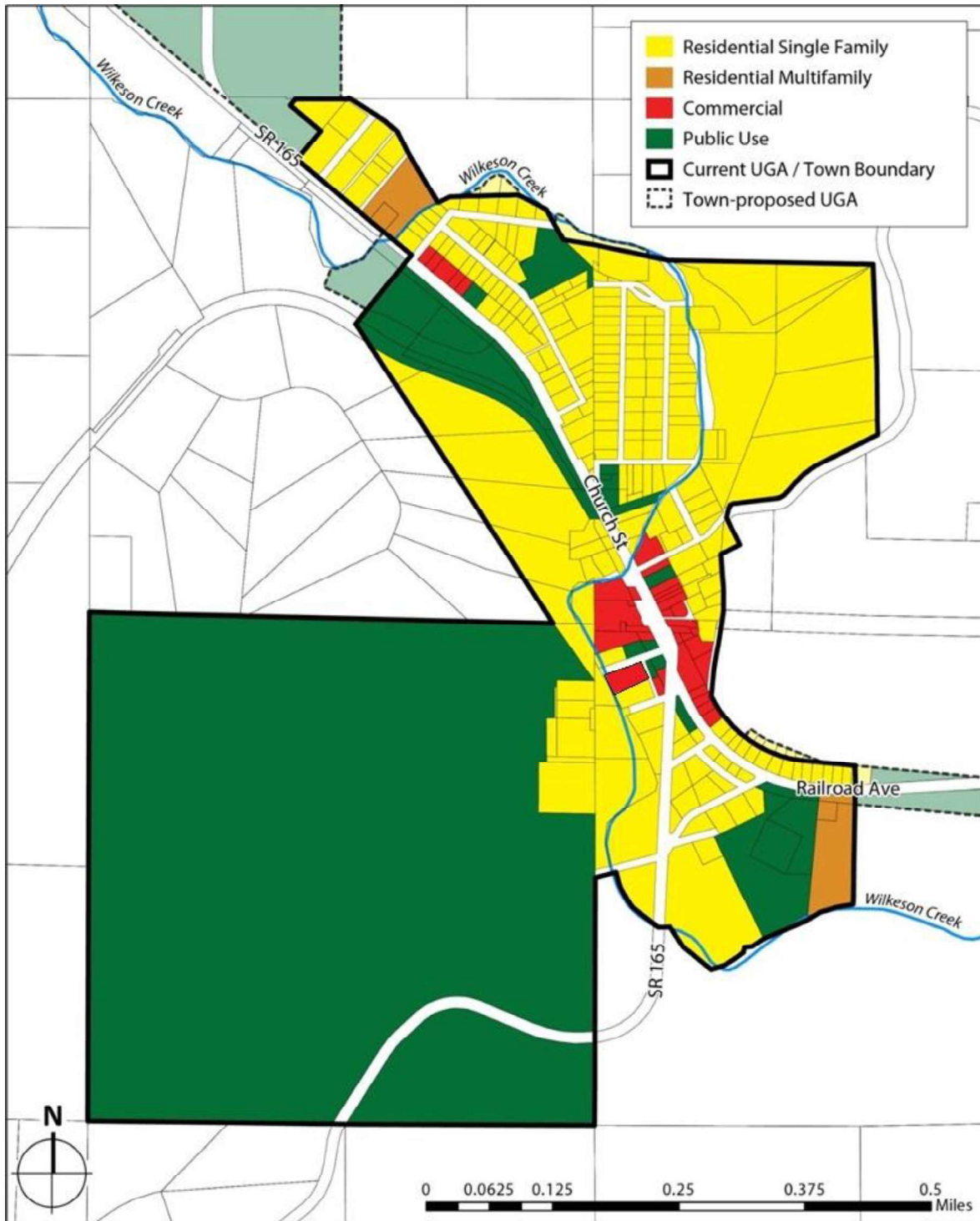
Wilkeson, by contract, provides municipal water north of the Town limits in two subdivisions, Rainer Ranch and Henley Estates. These two subdivisions are shown on the map below. (See Chapter 6 Utilities Element for more detailed information.)



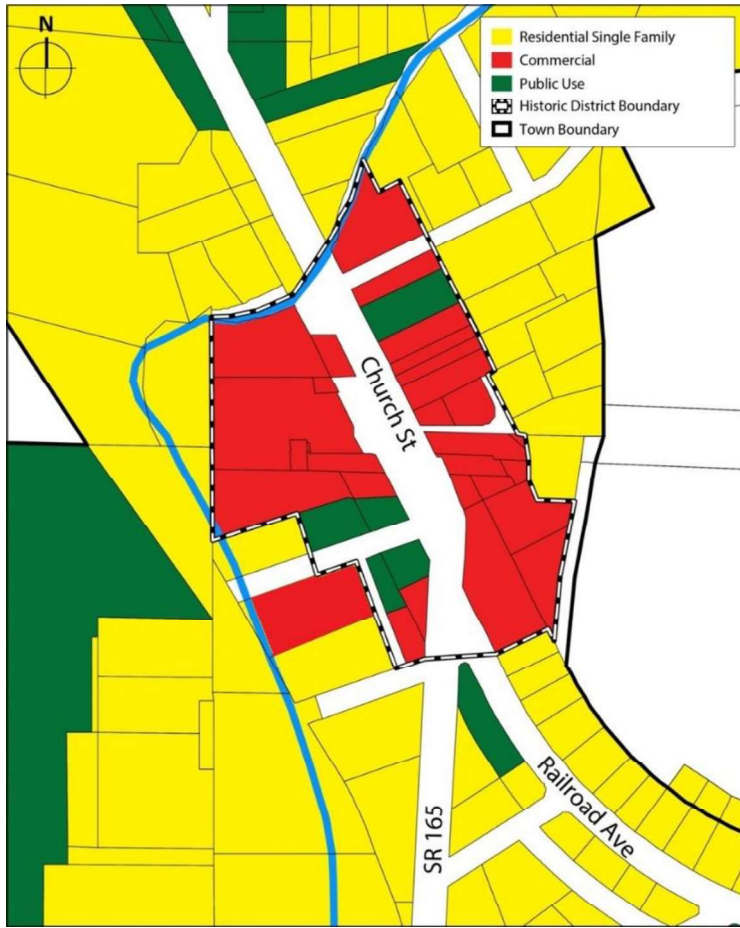
Future Land Use

The Town and UGA are designated for future land uses generally consistent with existing land uses for developed properties. For vacant properties, land use designations reflect the community's vision statement. Land use designations shown on the maps below and on the following page.

Future Land Use Map



Historic District Map



Planned Land Use in Adjacent Jurisdictions

The future land use designations in Wilkeson's UGA and surrounding area are indicated in the *Pierce County Comprehensive Plan* and the *Pierce County Future Land Use Map*. Pierce County currently has jurisdiction over land use designations and regulatory authority over development that occurs in Wilkeson's UGA and in the surrounding unincorporated areas.

The Pierce County Future Land Use Map has designated the area surrounding Wilkeson as Rural classifications of Rural 10, Rural 20, and Agricultural Resource Land. Much of the land around Wilkeson is steeply sloped, within floodways or is encumbered by wetlands. There is also a general lack of infrastructure. Adjacent land use designations are summarized in this comprehensive

plan to identify potential inconsistencies and incompatibilities with Wilkeson land uses. Wilkeson will coordinate with other jurisdictions as appropriate to address consistency and compatibility issues.

Major Characteristics of Adjacent Land Use Designations

The table below summarizes the primary permitted uses for each land use designation within Pierce County jurisdictions near Wilkeson and identifies the most similar land use designation in Wilkeson.

Permitted by Pierce County Designations	Permitted by Wilkeson Designations
<i>Rural 20</i> : Single-family detached dwellings, duplex dwellings, accessory dwelling units; one dwelling unit/20 acres or 2 dwelling units/20 acres when 50% or more of lot is dedicated to open space	No comparable designation in terms of density. In terms of use -- <i>Low Density Residential</i> : Attached and detached single family dwellings, accessory dwelling units, 5 dwelling units/acre

<i>Rural 10:</i> Single-family detached dwellings, duplex dwellings, accessory dwelling units; one dwelling unit/10 acres or 2 dwelling units/10 acres when 50% or more of lot is dedicated to open space	No comparable designation in terms of density. In terms of use -- <i>Low Density Residential:</i> Attached and detached single family dwellings, accessory dwelling units, 5 dwelling units/acre
<i>Park and Recreation:</i> Park, recreation and open space facilities	<i>Parks, Recreation and Open Space:</i> Park, recreation and open space facilities
<i>Moderate Density Single Family:</i> Attached and detached single-family dwellings, 4-6 dwelling units/acre. Applies to Wilkeson UGA.	<i>Low Density Residential:</i> Attached and detached single family dwellings, accessory dwelling units, 5 dwelling units/acre

Goals and Policies

The land use goals contained in this comprehensive plan are:

- Community character
- Residential uses
- Commercial uses
- Essential public facilities and other public facilities
- Environmental quality
- Water resources
- Development regulations and permit processing
- Interjurisdictional planning

Detailed goal statements and associated policies follow in this section.

Goal 1: Community Character

Wilkeson's community character should be preserved and enhanced through the application of historic mining town design guidelines and other design standards. These design guidelines and standards should be applied to new development and redevelopment in a manner that strengthens the historic fabric and reinforces the development pattern found throughout the Town. Design strategies and approaches should be utilized to ensure that changes to the built environment preserve and enhance the community's distinctive identity in recognition of the economic and aesthetic value of sense of place – in compliance with CPP CU-1.

Policies:

- 1.1 “Historic Coal Mining Town” design guidelines for commercial mixed-use areas should be implemented in cooperation with business proprietors to ensure that future development and redevelopment conform to Wilkeson’s unique vision.
- 1.2: Goals and policies in the housing element and other elements of this comprehensive plan should promote preservation of historic structures and culturally significant features within the community.
- 1.3: All new development and redevelopment in commercial, residential, and park and recreation areas should be at the human, pedestrian scale. Development and

redevelopment of public facilities should be at the human, pedestrian scale to the greatest extent possible, in particular where they are located in close proximity to street frontages or visible from the street. Pedestrian safety features should be incorporated into all designs.

- 1.4: Repetitious building forms should be avoided in new development and redevelopment.
- 1.5: To maintain and enhance the existing landscape within Wilkeson, the Town should encourage property owners to retain existing trees. Existing significant trees should be retained to the maximum extent possible at development and redevelopment sites. Where property owners elect to remove existing trees for safety or other reasons, Wilkeson should encourage the property owner to replace removed trees with species and varieties that are safe, appropriate, and beneficial in the town environment.
- 1.6: Sign regulations should ensure that new and modified signage is unobtrusive and does not result in visual pollution throughout the community. Signage should be appropriately sized and placed for pedestrians and bicyclists as well as motorists. Commercial signage should be consolidated for uses within a single project to reduce sign clutter.
- 1.7: Subdivisions and other new development and redevelopment should include rights-of-way and facilities designed for the safe and convenient passage of pedestrians, bicyclists, and disabled persons as well as of motorized vehicles, where appropriate. Pedestrian and bicycle facilities should be added to streets as necessary to complete non-motorized circulation routes that connect destinations throughout the community with the Foothills Trail extension. Pedestrian and bicyclist facilities should provide contiguous paths that are accessible to disabled persons throughout the community. All pedestrian and bicycle facilities should include adequate street and path lighting. Wherever feasible and appropriate, a landscaped strip containing street trees should provide a physical separation between automobile traffic and pedestrians.
- 1.8: Public facilities should be identified by similar signage and facility entry treatments throughout the community.
- 1.9: Arterial entrances to the Town should be upgraded with distinctive visual treatments unique to Wilkeson to enable people to identify that they are entering (or leaving) the community. Landscaping of development in entrance vicinities should be compatible with entrance treatments.
- 1.10: As the Town's street network is extended, the streets should be laid out in a grid pattern that features relatively short block lengths, frequent street intersections, and alleys where appropriate. This pattern will reinforce Wilkeson's historic development pattern, provide more alternative routes for pedestrian and vehicle traffic, and slow traffic – thereby enhancing public safety. The street grid may be adjusted to reflect topographic constraints, avoid environmentally sensitive areas, and respond to the presence of other significant physical features, as warranted.
- 1.11: The Town shall identify the presence of federal, state, and local historic, archaeological and cultural lands, sites, and structures, of significance within its boundaries – consistent with CPP HAC 1-5.

- 1.12: The Town shall encourage or accomplish the preservation of significant lands, sites, and structures through any one or a combination of the following techniques, as determined to be appropriate:
- Designation,
 - Incentives for preservation,
 - Loans and grants,
 - Public purchase.
 - Non-development easement,
 - Development rights transfer,
 - Restrictive covenants,
 - Regulations for protection, maintenance, and approval of appropriate development,
 - Plans/policies/standards for preservation as set by the U.S. Department of the Interior, and
 - Certified Local Government designation – consistent with CPP HAC 1-5.
- 1.13: The Town shall encourage public education programs regarding historic, archaeological, and cultural lands, sites, and structures as a means of raising public awareness of the value of maintaining those resources – consistent with CPP HAC 1-5.
- 1.14: Public buildings and public spaces should be designed to contribute to the unique sense of community and a sense of place.

Goal 2: Residential Uses

Wilkeson should remain a predominantly residential community that encourages a mix of housing types, land uses and amenities that serve the needs of all residents and promotes an inclusive, welcoming community for all – in compliance with CPP H1-H6.

Policies:

- 2.1 Development regulations should accommodate and encourage a wide range of housing types to meet the needs of residents at all income ranges and various life stages, including individuals with disabilities, historically underserved populations, veterans, seniors, and those requiring transitional, permanent supportive, or emergency housing. Housing choice should be expanded beyond detached single-family dwellings to enable residents to remain living in the community as their housing needs or preferences change over time, and to attract new residents to the community.
- 2.2: The mix of housing within the community should include detached and attached single-family dwellings, small-scale multi-family dwellings including townhomes, accessory dwelling units, residential care facilities for those who are unable to maintain independent living arrangements, and other innovative housing that is compatible with the type and scale of surrounding residential development.

- 2.3: Encourage neighborhood development that supports healthy communities.
 - 2.3.1: Promote land use planning that supports walkability, tree canopy, access to services that meet daily household needs, access to parks and open space, and access to healthy and culturally relevant foods.
 - 2.3.2: Consider the environmental health and other impacts of land use decisions on overburdened communities (minority, low-income, tribal, or indigenous populations that potentially experience disproportionate environmental harms and risks). Encourage the participation of these communities in the decision-making process.
 - 2.3.4: Mitigate the environmental health effects of climate change, including air quality, stormwater, and heat impacts, through the acquisition of parks and open space and tree planting, prioritizing overburdened communities.
 - 2.3.5: Support energy efficiency and upgrade programs that reduce health risks for vulnerable populations due to extremes of heat and cold.
- 2.4: Innovation in site and building design should be incentivized in and adjacent to critical areas in accordance with comprehensive plan goals and policies. For example, portions of undeveloped residential tracts containing critical areas may exceed the maximum allowable dwelling units per acre if this facilitates placement of the development away from the critical areas and provided that *overall* density of a site does not exceed the maximum allowable dwelling units per acre. Appropriate buffering, design features, and amenities must be included in all innovative designs.
- 2.5: Through the Comprehensive Plan, Zoning Code, Subdivision Code and Design Guidelines, allow for a variety of housing types and lot configurations including government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured and mobile housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and duplexes, triplexes and townhomes (in compliance with the UGA, VISION 2050 and the Countywide Planning Policies).
- 2.6: Encourage home occupations that are compatible with the surrounding residential area to expand local economic opportunities for Wilkeson's residents.
- 2.7: Residential density must be consistent with the ranges specified for each residential land use designation in the land use element. Residential densities in specific locations may be modified to ensure the protection of critical areas, establish natural buffers, greenbelt areas, or preserve or establish open space areas. Proposed average residential densities for Wilkeson and its UGA are five dwelling units per gross acre in low density residential areas eight dwelling units per gross acre in medium density residential areas.

Goal 3: Commercial Uses

The proportion of land designated for commercial use should be expanded where a clear benefit to Wilkeson's residents is demonstrated. Wilkeson should support the retention and revitalization of existing commercial areas and the development of newly designated commercial areas that harmonize with the historic mining town character of the community. Commercial areas should

be developed in conformance with this goal and its associated policies. (Please also see Chapter 10 – Economic Development Element.)

Policies:

- 3.1 Commercial businesses that serve the daily needs of Wilkeson's residents for retail items or professional services should be encouraged. Commercial businesses that support the needs of Foothills Trail users and tourists visiting Mt. Rainier National Park or other scenic, historic and recreational areas should also be encouraged.
- 3.2: Wilkeson should support locally owned and operated businesses to be established and remain in Wilkeson, particularly home-based occupations.
- 3.3: Commercial and mixed-use buildings should be compatible with surrounding development and conform to design guidelines that support the scale and architectural style of a “historic coal mining town”. Where commercial rehabilitation, development, or redevelopment occurs in an area with historic significance, it should be respectful to the historic significance of the area.
- 3.4: Commercial strip development should be discouraged. Automobile-oriented businesses such as restaurants with drive-up windows may be allowed subject to compliance with screening and other development standards intended to minimize impacts on neighboring properties.
- 3.5: Buildings and off-street parking should be sited in a manner that enhances the streetscape and encourages pedestrian orientation. Parking should be located to the rear or side of buildings. Buildings should have an obvious pedestrian entrance oriented toward the street, pedestrian-level storefront windows, weather protection, and architectural features and pedestrian-scale signage on the street.
- 3.6: Commercial and mixed-use development should incorporate landscaping, multi-seasonal seating, accent lighting, and other pedestrian-oriented amenities to enhance informal community gathering places and provide pleasant and comfortable resting, socializing, and picnicking areas for employees, residents, tourists, and shoppers.
- 3.7: Commercial and mixed-use development should include high quality, safe, and contiguous facilities for pedestrians, bicyclists, and historically underserved individuals with disabilities, seniors, and the youth. Site designs should also accommodate and support users of active transportation and public transit services with appropriate facilities in the event these services become available in Wilkeson. Commercial and mixed-use development should be designed to take into consideration the connections of all transportation users, including vehicular, pedestrian, and bicyclist, to adjoining sites to reduce personal automobile trips. Sidewalks and internal pathways should be incorporated to enhance pedestrian circulation.
- 3.8: Lighting scale, placement, and design should facilitate safety while minimizing light impacts on the surrounding neighborhood and night sky.
- 3.9: Appropriate proportions and types of vegetative landscaping in commercial and mixed-use development should be installed consistent with landscaping regulations.

- 3.10: Limited residential uses in the form of accessory apartments and upper-floor dwelling units associated with commercial uses should be allowed in commercial areas. The design should ensure the privacy of residents.
- 3.11: The visual appearance of commercial areas should be improved through public and private measures for beautification, design strategies, maintenance, and streetscape improvements.
- 3.12: The adoption of maximum automobile parking standards should be considered for various types of commercial development, including the installation of electric vehicle charging stations. Shared parking facilities should be encouraged. Parking facilities should conform to the parking-related policies of the transportation element.
- 3.13 Commercial uses characterized by their minimal impact on surrounding areas should be preferred adjacent to residential land uses. Potential impacts on adjacent uses should be mitigated through compliance with adopted performance standards.

Goal 4: Essential Public Facilities and Other Public Facilities

Essential public facilities shall be allowed in locations appropriate for the services provided and the people served. Essential public facilities shall be compatible with the surrounding development and natural land and vegetation features.

Policies:

- 4.1 Small public facilities intended to serve a few neighborhoods may be located within a neighborhood. Examples of these facilities include neighborhood parks, drainage facilities, and electrical transformer boxes.
- 4.2 Public facilities intended to serve the entire community should be located to provide convenient access for residents who must frequent them. Examples of such facilities include community parks, schools, government offices, and similar facilities. Large facilities that serve the entire community, but not frequented by citizens, should be located where they will not disrupt the town landscape or disturb residential and commercial areas with noise, glare, dust, or other pollution. Examples of such facilities include power substations, water wells, and sewage treatment facilities.
- 4.3 Public facilities that have service areas extending substantially beyond the Town boundaries should be sited at a location appropriate to meet the transportation needs of the users of the facilities. Facilities that generate a significant amount of truck, automobile, or foot traffic should be located along arterial streets and convenient to public transit facilities, if available. School facilities should be given the flexibility to be located on non-arterial streets. Developers of these facilities should be required to make infrastructure improvements to support the facilities. These improvements may include, but are not limited to, street construction, signage, sidewalks, streetlights, transit shelters, benches, parking, bicycle racks, utility lines, and similar improvements.
- 4.4 Wilkeson acknowledges that certain federal, state, regional, and county facilities could potentially have adverse impacts on the community if located within the Town. Such facilities should be paired with complementary facilities or programs that offer tangible benefits for the community. The Town should seek mitigation for

disproportionate financial and other burdens resulting from the siting of essential public facilities in Wilkeson.

- 4.5 Siting proposals by federal, state, regional, and county agencies should include clear justification for both the necessity of the facility and its placement within Wilkeson. Alternate sites not in Wilkeson should be explored through a cooperative inter-jurisdictional approach. If the final site selected is within Wilkeson, the site should be consistent with the provisions of all of Wilkeson's comprehensive plan elements.
- 4.6 All public facilities should be sited, designed, and buffered to enhance compatibility with the surrounding neighborhood, taking into consideration the impacts of climate change, economic, and health impacts. Facility design and buffering should conform to the provisions of the urban landscaping and environmental goals and policies of this comprehensive plan. In addition, special attention should be given to minimizing the noise, light, glare, dust, and traffic associated with essential public facilities, prioritizing historically vulnerable populations and areas that have been disproportionately affected (MPP-PS-20 and MPP-En-8).
- 4.7 A public review process should be established by the state for essential public facilities that are difficult to site and should emphasize public, regional, and tribal involvement, including ample opportunities for Wilkeson's citizens to participate in the site selection process.
- 4.8 Proposals for public facilities that are not difficult to site should be processed using the minimum permitting procedures required to ensure the facilities conform to the goals and policies of this comprehensive plan and have adequate opportunity for public input.

Goal 5: Environmental Quality

Land uses and development and redevelopment projects should be managed to preserve and improve the natural environment as well as the built environment.

Policies:

- 5.1: The Town should enforce standards that will achieve environmentally sensitive development when it occurs within and adjoining critical areas, natural buffers, and areas designated as open space.
- 5.2: To allow reasonable use of property while protecting the environment, reduction or variation of residential lot sizes, density transfers and bonuses, planned developments, clustering of housing, and innovative development techniques should be considered when designed to preserve open space, protect critical areas, or provide vegetative buffers.
- 5.3: Performance standards should be considered as a regulatory alternative to fixed zoning regulations in and around environmentally sensitive areas.
- 5.4: Town facility projects, maintenance and operating procedures, and programs should be structured to minimize and mitigate environmental damage, restore and improve the environment if possible, and increase the environmental education and awareness of Town employees and citizens.

- 5.5: To minimize maintenance costs, conserve water, and provide vegetation with the maximum usefulness as wildlife habitat, urban landscaping should emphasize the use of indigenous plants that are drought tolerant during the summer months. Landscaping may also include non-native plant species that are well adapted to growing and providing wildlife habitat with minimal human intervention in the local climate and soils.
- 5.6: The Town should seek to protect wildlife habitat resources by preventing the indiscriminate and unnecessary removal of native trees, shrubs, and ground covers; and by promoting the protection of areas that provide food, cover, resting, and nesting areas for wildlife.
- 5.7: The Town should ensure that there is “no net loss” of wetlands by function and values.
- 5.8: The Town should ensure that development is properly located and constructed with respect to the limitations of the underlying soils, geological hazards, and areas subject to flooding.
- 5.9: Town facilities, services, programs, and procedures should be designed and managed to conserve resources and to reduce demand for facilities with significant environmental impacts. Similarly, procedures, programs, and rate structures should encourage citizens to conserve resources and to minimize the negative environmental impacts of their use of facilities and services.
- 5.10: Development activities and land uses within Wilkeson should be managed to minimize noise; light and glare; and water, soil, and air pollution. The Town should work with adjacent jurisdictions and property owners to minimize transmission of pollutants from development activities and industrial, commercial, and public facility land uses near Wilkeson’s boundary.

Goal 6: Water Resources

Surface, ground, storm, and waste waters should be managed in an ecologically responsible manner and as interconnected components of the region's watershed.

Policies:

- 6.1 Private and public development projects should be conducted in a way that preserves or improves the viability of each component of the water ecosystem and of the entire ecosystem.
- 6.2: The quality of stormwater runoff should be improved, flooding due to stormwater runoff should be minimized, and the erosion of land by stormwater runoff should be minimized, in order to maintain natural aquatic communities and beneficial uses. Development regulations should be enforced to minimize stormwater runoff as a result of development projects by limiting grading and clearing of a development site only to the extent reasonably needed to accommodate the development project, minimizing roadways and other impervious surfaces in the completed project, and encouraging the use of natural vegetation and ground covers during development and in the completed project.

- 6.3: Where removal of trees or other vegetation may result in runoff and erosion, the Town should require effective erosion control during and after the tree or vegetation removal. Where extensive removal of trees or other vegetation occurs, the Town may require restoration and replanting consistent with landscaping guidelines and significant tree retention and protection standards.
- 6.4: 7.4 All new development and redevelopment should be required to use the sanitary sewer system. Development currently using septic systems should be required to convert to sanitary sewer when any portion of the on-site system fails, functions improperly, or needs replacement, or whenever the Town's sewer system is extended by local improvement methods or becomes reasonably available by other means. Where property is adjacent to presently existing accessible sewer mains, connections should be made within a specified time period established by Town ordinance.
- 6.5: Town procedures and programs should be structured to minimize pollutants entering storm, surface, ground, and stream waters from Town-owned and Town-maintained properties. Town procedures and programs should encourage the Town's citizens to minimize non-point pollutants contributed from buildings, landscapes, automobiles, and similar sources.
- 6.6: The quality of ground water should be monitored closely and protective measures maintained or increased to ensure an uncontaminated water supply. Regulations should be implemented with regard to installation, inspection, maintenance, and removal of above ground and below ground tanks designed to store potentially contaminating materials such as heating oil and industrial chemicals. Other protective regulations should be developed as appropriate to protect ground water.
- 6.7: Town procedures, programs, and water rates should be structured to minimize the Town's consumption of water and to improve the water conservation habits of Wilkeson's citizens.
- 6.8: The Town should adopt and implement the latest version of the Department of Ecology's Stormwater Management Manual for Western Washington.

Goal 7: Development Regulations and Permit Processing

Wilkeson should develop and implement a permit process for development and other local government approvals that is timely and fair to all affected parties.

Policies:

- 7.1 All development and redevelopment should conform to the land use map and associated land use designations described in the land use element of this comprehensive plan. Development guidelines and regulations should conform to the goals and policies set forth in this comprehensive plan.
- 7.2 Development regulations should be periodically reviewed and revised to ensure that they are consistent with and relate directly to implementation of the comprehensive plan and other state and federal mandates. Duplicate and unnecessary regulations should be eliminated.

- 7.3 In the event of conflict between development regulations and this comprehensive plan, the provisions of this comprehensive plan take precedence. This policy applies immediately upon adoption of this comprehensive plan. Development regulations that are significantly inconsistent with this comprehensive plan should be given high priority for rapid revision.
- 7.4 Procedures for processing permits should be periodically reviewed and modified to ensure uniform processing for all permit applications, enhance communication with applicants, combine and simplify processing steps, and minimize processing time.
- 7.5 Input from developers, business proprietors, residents, community-based organizations, and other interested parties should be solicited concerning updates to regulations and permit processing procedures, particularly historically marginalized members of the community.
- 7.6 Permit applications for minor projects of a routine nature should be processed at the staff level and should not require public hearings. However, the streamlining of permit processing procedures should not be done at the expense of public input concerning permit applications of a non-routine, major, or controversial nature. The public should be given ample opportunity to review and comment on major, non-routine, or controversial development permit applications.
- 7.7 The Town should consider the impact of land use ordinances and policies on the rights of private property owners. The Town should take steps to ensure the rights of private property owners are protected through a cost-effective and timely appeal process.

Goal 8: Interjurisdictional Planning

The Town should take steps to ensure that decisions, policies, and activities of other governmental and advisory agencies that may affect Wilkeson are consistent with the goals and policies of Wilkeson's comprehensive plan. Wilkeson should encourage cooperative, coordinated inter-jurisdictional efforts, and collaboration with Native Tribes that are consistent with this goal.

Policies:

- 8.1 The Town should participate in various county and regional organizations, and coordinate with tribal governments concerned with the implementation of the Growth Management Act and the planning and funding of transportation projects – in compliance with CPP HAC 1-5, the GMA and VISION 2050).
- 8.2: The Town should support the development of inter-jurisdictional programs that address regional problems and issues that affect Wilkeson and the Puget Sound region. Examples of regional issues include affordable housing, transportation, health care, open space corridors, economic growth, impacts from climate change.
- 8.3: The Town should seek to develop and adopt interlocal agreements to address concerns relating to land use, new development, and redevelopment. The Town should attempt to reach agreements with adjacent jurisdictions to ensure that land uses and development adjacent to Wilkeson are compatible with Wilkeson land uses and minimize or mitigate negative impacts on the Town.

- 8.4: The Town should work with adjacent jurisdictions to identify and protect natural habitat networks that cross jurisdictional boundaries. Networks should link large, protected, or significant blocks of fish and wildlife habitats within and between jurisdictions to achieve a continuous countywide network.
- 8.5: The Town should work with Pierce County, the Washington Department of Fish & Wildlife, the Washington Department of Ecology, the Puyallup and Muckleshoot Tribes and other stakeholders to coordinate watershed/aquatic restoration planning and implementation activities within a watershed.

Chapter 3 Critical Areas Element

Introduction

The Growth Management Act (GMA) requires that critical areas, natural resource lands and the environment be protected. Countywide Planning Policies and the Multi-County Planning Policies (VISION 2050) also establish mandates for protection of the environment in the planning process. Updates to policies and regulations are required to be based on “best available science” and give special consideration to conservation or protection measures necessary to preserve or enhance habitat for anadromous fisheries. Legislation further requires jurisdictions to address climate change and greenhouse gas reduction in their policies and regulations. In addition, the Draft SEPA Determination of Non-Significance, prepared for the Comprehensive Plan in compliance with the State Environmental Policy Act (SEPA), discloses a variety of environmental impacts that could result from implementing the Comprehensive Plan. The policies below are intended to satisfy these statutory and regional policy directives.

Critical Areas within or surrounding the Town of Wilkeson include critical aquifer recharge areas, wetlands, shorelines, frequently flooded areas, fish and wildlife habitat conservation areas, seismic hazards, and geologically hazardous areas. The beneficial functions and values they provide include water quality protection, preservation of fish and wildlife habitat, drinking water protection, protection from natural hazards; and recreation.

Relationship to Regulations

How land is to be developed within and around critical areas is specified in the development regulations. The critical areas development regulations must be consistent with the Comprehensive Plan and be designed to implement the goals and policies set forth in this chapter. Critical areas development regulations must be reviewed periodically and updated to reflect changes in State laws and regulations. Further, the critical areas development regulations must be based on scientific standards and must contain language that makes use of the best available science.

Critical Areas

The following goals, policies and objectives relate to environmentally sensitive practices and human health, safety and welfare issues that are not specific to a type of critical area.

Goals, Policies and Objectives

Overall

1. Practice environmental stewardship by protecting, enhancing and promoting the natural environment in Town of Wilkeson.
 - 1.1 Maintain up to date regulations that protect critical areas, the function and values of the natural environment, and/or safeguard the public from hazards to health and safety.
 - 1.2 Incorporate the use of “best available science” as required by the Growth Management Act in developing policies and development regulations to protect the functions and values of critical areas. Give special consideration to conservation or protection measures necessary to preserve or enhance anadromous fisheries.

- 1.3 Promote cultural events that celebrate and inform the community about natural areas, such as fish and wildlife habitat, especially in relation to the Town’s remaining forested land and around the Foothill Trail.
- 1.4 Work with the White River School District and other organizations to promote environmental education on topics such as local ecology, conservation, waste reduction, and environmental justice.
- 1.5 Promote equitable public access to unique and valuable natural areas, where access is designed to minimize impacts to the natural area.
- 1.6 Consider environmental justice in future project and policy decisions and ensure the benefits associated with environmental stewardship projects are equitably distributed throughout the town.

Air Quality

2. Protect air quality from adverse impacts.
 - 2.1 Encourage alternative modes of transportation to reduce emissions and reliance on the automobile as the primary method of transportation.
 - 2.2 Require air quality impact analysis for major new developments which could adversely impact the air quality levels in the vicinity.
 - 2.3 Work with other agencies to educate the public about air quality impacts.
 - 2.4 Work with other agencies to monitor air quality within the planning area.
 - 2.5 Support infrastructure, codes and permit processes that encourage alternative fuels and electric vehicles.
 - 2.6 Require trees and other vegetated barriers between busy roadways and schools, residential areas and other places with a high concentration of vulnerable children and adults.
 - 2.7 Engage with the community, particularly overburdened populations, to understand and respond to local needs and concerns regarding air quality.

Climate Change

3. Reduce greenhouse gas emissions and encourage energy efficiency.
 - 3.1 Encourage, through incentives and technical support, energy conservation, energy efficiency, efficiency in building materials and site design, and the application of sustainable, or “green” design practices in all public and private development including large commercial and industrial projects, residential subdivisions, and infrastructure such as streets, within the Town.
 - 3.2 Continue to enforce the energy efficiency requirements in the State Energy Code and other Washington State building codes.
 - 3.3 Identify and evaluate potential changes to land use and development regulations to support and promote energy efficient, sustainable and green development.

- 3.4 Ensure that the Wilkeson zoning regulations have the flexibility to accommodate, and provide incentives for, the installation of green energy features.
- 3.5 Require street trees and on-site landscaping in all new developments.
- 3.6 Require proposed rezones that significantly increase vehicle miles traveled to conduct a greenhouse gas emissions analysis and to propose mitigation.
- 3.7 Promote a healthy and sustainable environment in terms of air quality and climate, energy resources, and active lifestyles by using prudent building design and construction methods such as recycled construction materials, reducing space heating and electricity usage, reducing water consumption and waste generation, and encouraging alternative travel modes such as transit, walking, and biking.
- 4. Establish regulations and processes to allow and streamline permits for new energy technologies, such as battery storage facilities, small- and large-scale solar facilities, and similar alternative technologies.
 - 4.1 Explore ways to streamline and reduce costs in the permitting process for residential-scale solar facilities.

Noise

- 5. Encourage a reduction in noise impacts associated with human activity and development.
 - 5.1 Require new developments which could generate substantial levels of noise or could expose people to noise impacts sufficient to cause environmental health problems to submit an analysis of potential noise impacts and to propose mitigation.
 - 5.2 Maintain the noise ordinance to address various noise sources, and periodically update it for consistency with industry standards and new environmental health data.

Natural Resource Lands

- 6. Protect viable long-term natural resource lands, including commercial agriculture and mining.
 - 6.1 In coordination with other jurisdictions, protect viable mining areas through allowances for permits, provisions for mitigation of impacts and restoration, notice to adjacent property owners, and compatibility of uses.
 - 6.2 Cooperate with Pierce County in protecting lands designated by the State as agricultural lands of long-term commercial significance, through conservation tools such as transfer of development rights, purchase of development rights, cluster zoning, and limitations on the extensions of public utilities and public facilities.

Note: This policy is not applied in Wilkeson because Wilkeson has no commercially significant agricultural or resource lands. This does not affect a property owner's ability to grow produce, gardens, etc. since those lands are not designated by the state as lands with "long term commercial significance".

- 6.3 Establish right-to-farm legislation to protect agricultural lands with significant long term commercial significance, including adjacent agricultural lands in the county.

Note: This policy is not applied in Wilkeson because Wilkeson has no commercially significant agricultural or resource lands. This does not affect a property owner's ability to grow produce, gardens, etc. since those lands are not designated by the state as lands with "long term commercial significance".

Surface Water

7. Protect surface water quality and quantity from significant degradation as required by state and federal law.
 - 7.1 Implement development regulations and a surface water quality management plan to protect water quality.
 - 7.2 Maintain regulatory requirements for adequate vegetated stream buffers to functions and values such as temperature reduction, as well as filtration and attenuation (slow release) of surface water runoff.
 - 7.3 Monitor surface water quality discharges to provide a sufficient database for determining if water quality is being degraded.
 - 7.4 Work with other agencies to educate the general public and developers on the potential surface water quality degradation resulting from development and human activity and how to reduce impacts.
 - 7.5 Maintain consistency with local, regional and federal water quality protection plans and permits.
 - 7.6 Implement state-of-the-art stormwater management techniques including low impact development.
 - 7.7 Incorporate low impact development principles and practices into the design, construction, and operation of all town facilities and town-funded projects when economically feasible.
 - 7.8 Require residential and commercial developers to incorporate low impact development techniques, where feasible, that preserve a site's natural hydrologic functions and practices that protect native vegetation and soils, facilitate reuse of resources, such as reclaimed water, and reduce impervious surface.
 - 7.9 Identify and evaluate potential changes to land use development regulations and building codes to support and promote low impact development.

Wetlands

Wetlands are transitional areas between upland and aquatic environments where water is present long enough to form distinct soils and where specialized water loving plants can grow. Wetlands include marshy areas along major water bodies such as lakes, inland swamps, and seasonal watercourses. Wetlands are typified by a water table that usually is at or near the surface, and there may be standing water all or part of the year. Soils that are present in wetlands are known as hydric soils. Certain plant species, including trees, shrubs, grasses, and grass-like plants have adapted to the low oxygen content of wetland soils. These plants are known as "hydrophytes". Another distinguishing characteristic of wetlands, in addition to soils and plants, is known as hydrology.

Wetland hydrology refers to wetness of the wetland- how often is the soil saturated or flooded with water and how long does it last? A wetland must have some form of moisture in the soils even in the dry season. All three factors, hydrology, hydric soils and hydrophytes are necessary to classify an area as a wetland.

Functions and Values

In their natural state, wetlands perform functions which are impossible or difficult and costly to replace. Wetlands provide erosion or 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.

Classification

Wetlands in Washington State are classified as Category I, II, III or IV wetlands. The criteria for establishing wetlands categories are based on the current version of the Washington State Department of Ecology's "Washington State Wetlands Rating System for Western Washington".

- **Category I Wetlands.** Category I wetlands are those regulated wetlands of exceptional resource value based on significant functional value and diversity, wetland communities of infrequent occurrence, and other attributes which may not be adequately replicated through creation or restoration.
- **Category II Wetlands.** Category II wetlands are those regulated wetlands of significant resource value based on significant functional value and diversity, wetland communities of infrequent occurrence, and other attributes which may not be adequately replicated through creation or restoration.
- **Category III Wetlands.** Category III wetlands are those regulated wetlands which have important resource value based on vegetative diversity.
- **Category IV Wetlands.** Category IV wetlands are those regulated wetlands of ordinary resource value based on monotypic vegetation of similar age and class, lack of special habitat features and isolation from other aquatic systems.

Identification and Mapping

The U.S. Fish and Wildlife Service prepares a set of maps entitled the National Wetland Inventory Maps. The map on the following page depicts wetlands inventoried by the U.S. Fish and Wildlife Service National Wetlands Inventory Maps in the Town of Wilkeson, within the Wilkeson UGA or adjacent to the municipal limits. Pierce County has also prepared wetland maps in addition to those wetlands identified in the National Wetland Inventory Maps. Wetlands may also be discovered while approving a building permit or a subdivision permit. The Town of Wilkeson, while regulating development, from time to time may require that the developer provide the Town with a wetland delineation and assessment report. Once delineated and mapped, those wetland maps are kept on file at the Town Hall and used in subsequent development reviews.

buffered, ranging from 35-300 feet, depending on the category of wetland and its habitat function (WMC 18.13.040). Buffer widths may be modified in certain situations. Non-intrusive development may be permitted in wetland buffer zones, such as walking trails, etc.

Development Regulations

Development in the wetland environment is regulated by the Town of Wilkeson. The wetlands section of the Critical Areas Ordinance specifies what type of development can take place in the wetland environments and under what conditions. The applicant may be required to prepare a wetlands delineation and assessment report, prepared by a professional wetlands biologist. Wetlands may be filled under only certain circumstances and compensatory mitigation is required. The regulations must allow "reasonable" use and a limited set of exceptions.

Best Available Science

The Growth Management Act requires cities and counties to include the best available science when drafting development regulations (RCW 36.70A.172). The Growth Management Act does not require communities to go out and conduct new scientific studies, but to include the best science that is available. To locate locally appropriate science, the Town of Wilkeson will rely on Washington State Commerce Department's Citations of Recommended Sources of Best Available Science for Designating and Protecting Critical Areas.

Wetland Goals and Policies

The Town of Wilkeson has a number of goals and policies, if implemented, will lead to zero net loss of values and functions of wetlands. The goals and policies are listed below:

8. Provide for the long-term protection and "no net loss" of values and functions of wetlands.
 - 8.1 Identify and map all wetland areas, including both private and public lands where regulated wetlands exist in the Town of Wilkeson.
 - 8.2 Protect the natural ability of wetlands to improve the quality of storm water runoff by holding and gradually releasing stormwater.
 - 8.3 Protect the natural ability of wetlands to function as producers of plant matter, provide habitat for fish and wildlife, provide recreational opportunities and provide historical and cultural values.
 - 8.4 Provide educational opportunities that increase public understanding of the values and functions of wetlands and measures which Town residents can take to maintain wetlands on their properties.
 - 8.5 When impacts on wetlands cannot be avoided, development of wetlands may occur where impacted wetlands are replaced at a ratio exceeding the impacted wetlands and taking into consideration the values and functions of impacted wetlands.
 - 8.6 Review and, when necessary, amend the Town of Wilkeson Wetland Management Regulations to provide wetland protection in accordance with the Comprehensive Plan.

Critical Aquifer Recharge Areas

As precipitation reaches earth it becomes part of a snowpack, enters into lakes, streams, rivers, oceans, wetlands, seeps into the soil to be taken up by plant roots, or seeps into the ground and becomes groundwater. As groundwater moves through the ground it may discharge to surface water features, such as lakes, streams, or rivers, which will in turn recharge the groundwater. The water that remains in the ground will make up the aquifer.

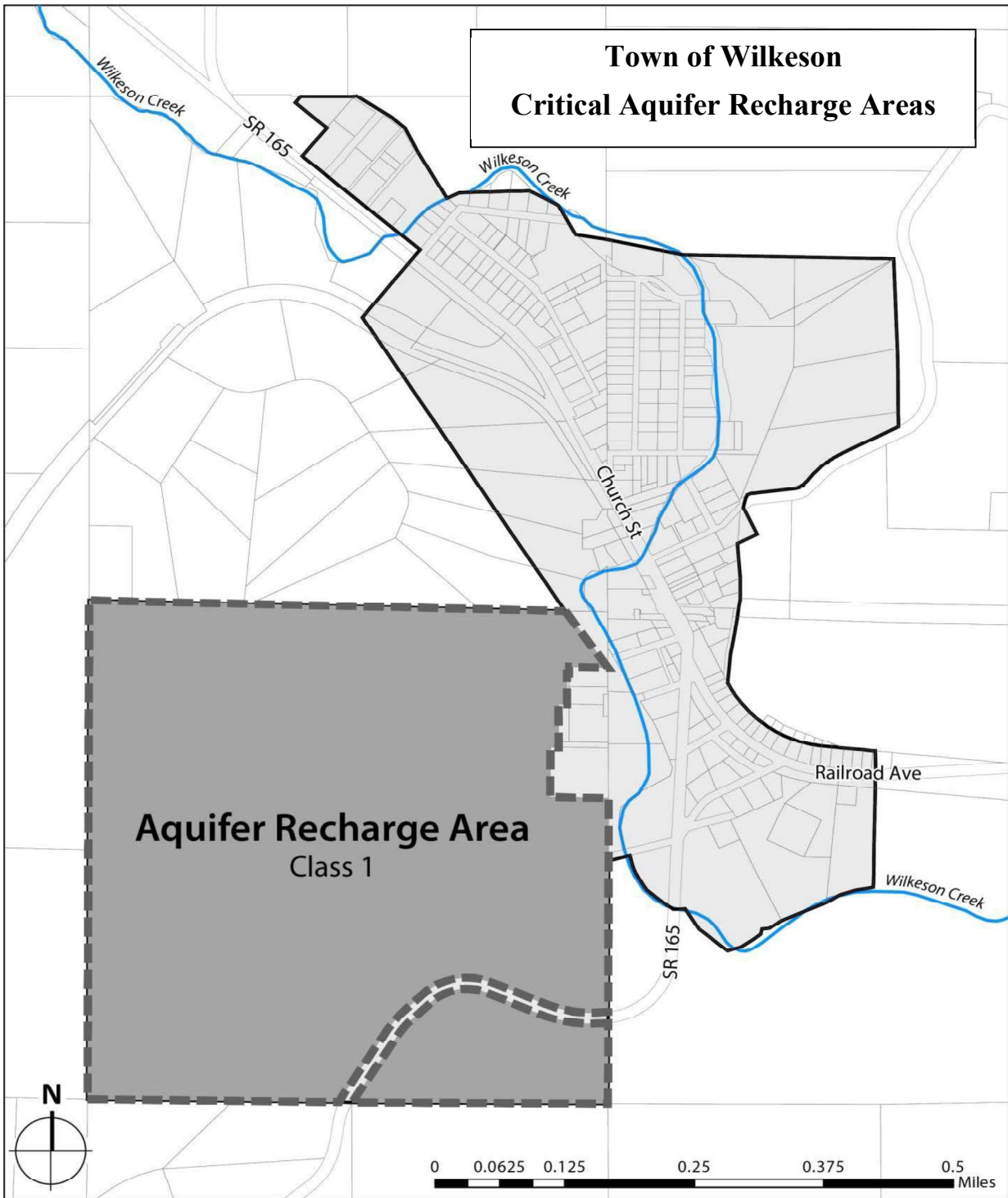
Aquifers discharge water naturally through springs and seeps, streams, lakes, wetlands, and undersea springs. Man-made wells create additional discharge points which influence groundwater flow patterns. This flow, or movement, is generally very slow.

As aquifers discharge, they in turn are recharged. Recharge occurs primarily as a result of the infiltration of rainfall and secondly by the movement of water from adjacent aquifers or water bodies. The rate and quantity of water entering the ground depends on several factors. Natural factors include the amount of precipitation, soil type conditions, vegetation, and topography. Man-made factors include impervious surfaces associated with development, the channeling of runoff, changes in soil condition such as compaction, and 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. The Wilkeson Watershed Protection Area is a Class I Aquifer Recharge Area.

The following goal and policies, if implemented, will result in the protection of aquifer recharge areas.

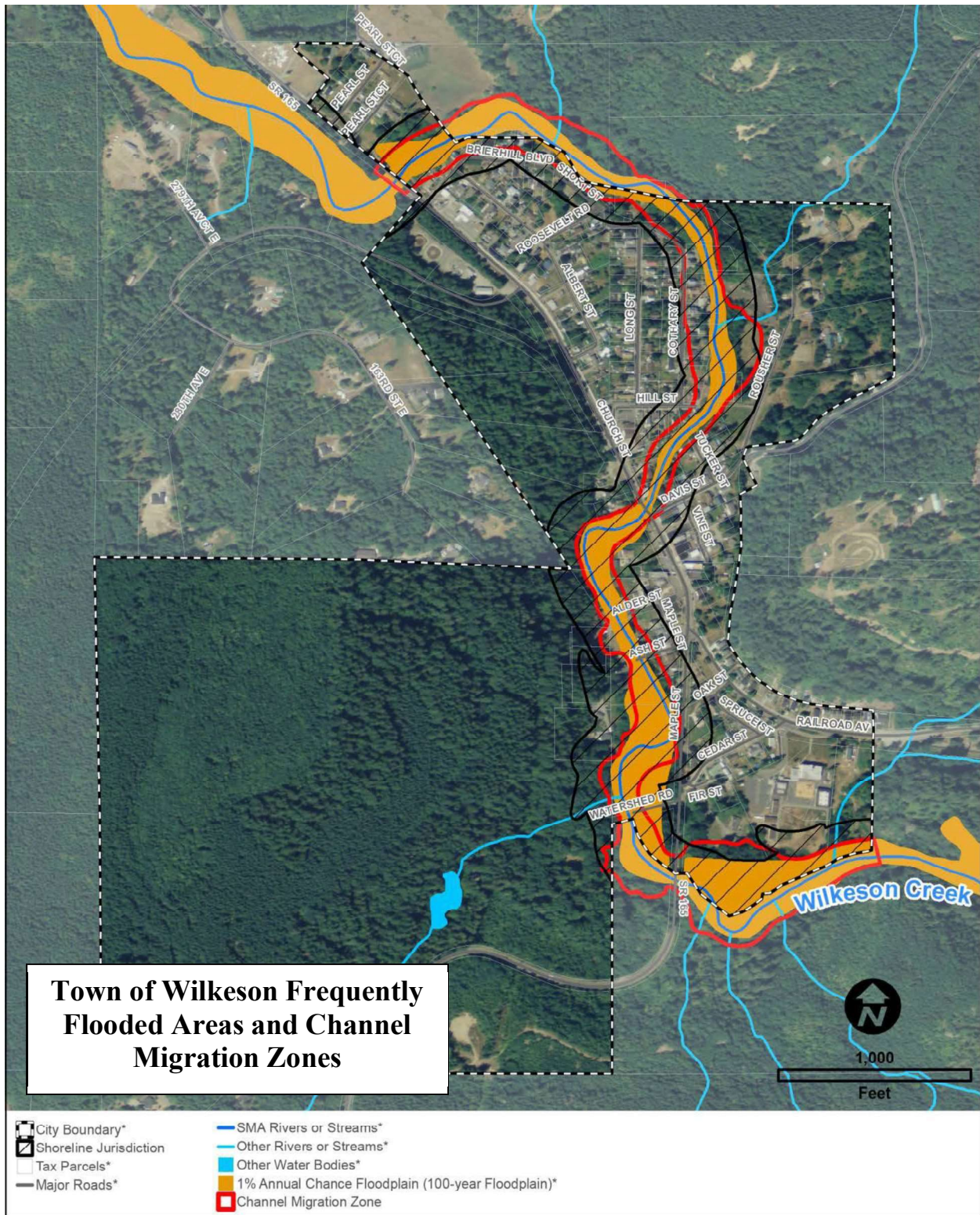
Critical Aquifer Recharge Areas Goals and Policies

9. Prioritize and protect aquifer recharge areas to ensure that water quality and quantity are maintained or improved.
 - 9.1 Identify and map aquifer recharge areas.
 - 9.2 Take active measures to ensure adequate recharge of aquifers utilized by the Town of Wilkeson residents for domestic water supplies, and to protect the quality of water in those aquifers.
 - 9.3 Develop performance standards and regulate land uses for activities which can adversely impact water quality or quantity in aquifers, consistent with state and federal laws and regulations.
 - 9.4 Require that new development meets the performance standards and that existing facilities be retrofitted, where feasible, to meet the standards.
 - 9.5 Pursue both natural and engineered solutions to maintain aquifer recharge quality. Natural solutions (e.g., maintaining undisturbed vegetation) are preferred.
 - 9.6 Provide for aquifer recharge through the use of stormwater management technologies which best protect water quality.



Frequently Flooded Areas

The 100-year flood plain is the area that has a 1 percent probability of inundation in any given year. Within the flood plain lies the floodway, which has higher velocity flow and substantially greater hazard. The area within the flood plain and outside the floodway is called the flood fringe.



A flood fringe is generally associated with standing water rather than rapidly flowing water. To avoid the devastating and costly damage which, historically, results from flooding, the utilization of the floodway and flood fringe must be in accordance with the Town of Wilkeson adopted

development ordinances. There are frequently flooded areas in Wilkeson along the banks of Wilkeson (Gale) Creek. These areas also include Channel Migration Zones as shown on the map on the following page. Flood areas also occur around Carbon River which is outside the corporate boundary of Wilkeson. However, in the event the Town were to expand and annex land that would include a portion of Carbon River, the goals and policies outlined in this chapter would apply.

Any development in the floodway should be prohibited unless the development consists of such facilities as stream bank stabilization, dams, diversion facilities, stormwater facilities, and bridges. Development in the flood fringe should be limited to low intensity uses and meet the flood fringe codes of the International Code Council for buildings. Sewer lines within the flood fringe must be designed and constructed in a way to keep floodwater from entering the sewer system. Septic systems should not be allowed to be constructed in the flood fringe.

Frequently Flooded Areas Goals and Policies

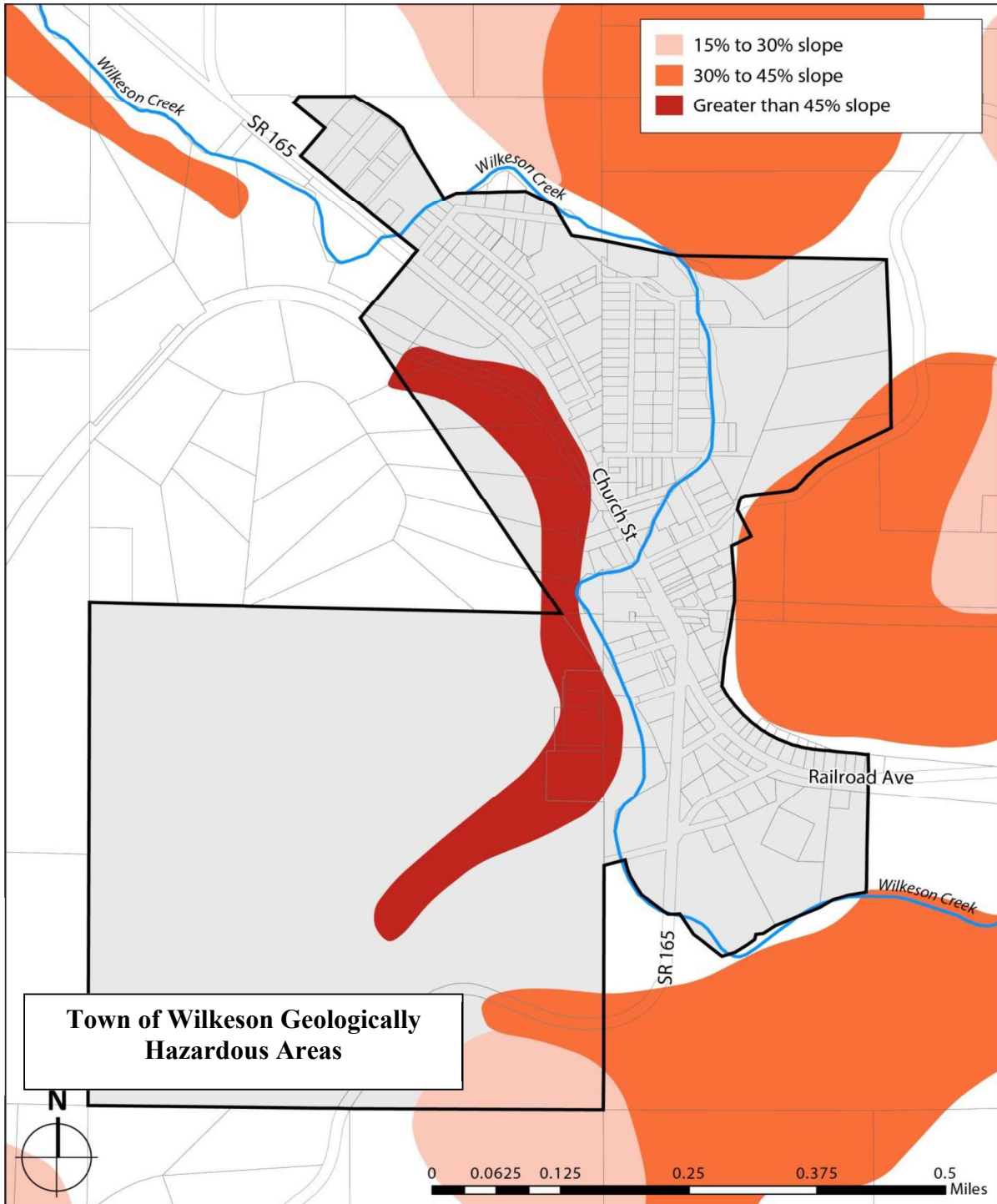
The following goals and policies, if implemented, will result in the protection of properties and development in the flood fringe areas.

10. Establish land use practices in frequently flooded areas so that development does not cause or exacerbate natural processes which endanger the lives, property, and resources of the citizens of the Town of Wilkeson.
 - 10.1 Encourage low intensity land use activities, including recreational land uses in floodplain areas.
 - 10.2 Direct critical facility development away from areas subject to frequent flooding where the effects of hazards cannot be mitigated.
 - 10.3 Where the effects of hazards can be mitigated, require appropriate standards for site development and for the design of structures in areas subject to flood hazard.
 - 10.4 Work with appropriate agencies to develop and implement regulations to reduce flood damage, including reinforced building design, compensatory flood storage, limitations on the location of building in floodplains, and adoption of a “zero-rise” standard or floodplain development.
 - 10.5 Continue to implement wetland protection and stormwater management regulations to help mitigate flooding impacts to the community.

Geologically Hazardous Areas

Geologically hazardous areas include areas susceptible to erosion, sliding, earthquake, or other geological events. They pose a threat to the health and safety of citizens when incompatible commercial, residential, or industrial development is sited in areas of significant hazard. Geologically hazardous areas also have an important function in maintaining habitat integrity. Mass wasting events, such as landslides and debris flows, contribute needed sediment and wood for building complex instream habitats, estuarine marshes, and beaches important for fisheries, wildlife, and recreation. At the same time, mass wasting events can harm habitat and lead to the need for stream restoration.

Some geological hazards can be reduced or mitigated by engineering, design, or modified construction or mining practices so that risks to health and safety are acceptable. When technology cannot reduce risks to acceptable levels, building in geologically hazardous areas is best avoided.



Areas that are susceptible to one or more of the following types of hazards should be classified as a geologically hazardous area:

- Erosion hazards (including river and streambank erosion areas and channel migration areas),
- Landslide hazards,

- Seismic hazards, and
- Areas subject to other geological events such as coal mine hazards and volcanic hazards including: mass wasting, debris flows, rock falls, and differential settlement.

Erosion Hazard Areas

Geologically hazardous erosion, such as those areas with high probability of streambank erosion as well as channel migration areas, should be designated as critical areas. Erosion hazard areas may also include those areas identified by the U.S. Department of Agriculture Natural Resources Conservation Service as having a "severe" rill (a rill is a long narrow trench or valley) and inter-rill erosion hazard.

Landslide Hazard Areas

Landslide hazard areas are potentially subject to landslides based on a combination of geologic, topographic, and hydrologic factors. Landslide hazard areas include any areas susceptible because of any combination of bedrock, soil, slope (gradient), slope aspect, structure, hydrology, or other factors. Examples of these areas may include, but are not limited to the following:

- Areas of historic failures, such as those areas delineated by the U.S. Department of Agriculture Natural Resources Conservation Service as having a "severe" limitation for building site development; or areas designated as quaternary slumps, earth flows, mudflows, lahars, or landslides on maps published by the U.S. Geological Surveyor Washington State Department of Natural Resources Division of Geology and Earth Resources.
- Areas with all three of the following characteristics:
 - Slopes steeper than 15 percent.
 - Hillsides intersecting geologic contacts with relatively permeable sediment overlying a relatively impermeable sediment or bedrock.
 - Springs or ground water seepage.
- Areas that have shown movement during the ice age (from 10,000 years ago to the present) or which are underlain or covered by mass wastage debris of that epoch.
- Slopes that are parallel or sub parallel to planes of weakness (such as bedding planes, joint systems, and fault planes) in subsurface materials.
- Slopes having gradients steeper than 80 percent subject to rock fall during seismic shaking.
- Areas potentially unstable as a result of rapid stream incision, and/or stream bank erosion.
- Areas located in a canyon or on an active alluvial fan, presently or potentially subject to inundation by debris flows or catastrophic flooding.
- Any area with a slope of 40 percent or steeper and with a vertical relief of ten or more feet except areas composed of consolidated rock. A slope is delineated by establishing its toe and top and measured by averaging the inclination over at least ten feet of vertical relief.

Seismic Hazard Areas

Seismic hazard areas include areas subject to severe risk of damage as a result of earthquake induced ground shaking, slope failure, settlement, soil liquefaction, or surface faulting. One indicator of potential for future earthquake damage is a record of earthquake damage in the past.

In Washington, ground shaking is the primary cause of earthquake damage, and the strength of ground shaking is primarily affected by:

- The magnitude of an earthquake.
- The distance from the source of an earthquake.
- The type of thickness of geologic materials at the surface.
- The type of subsurface geologic structure.

Settlement and soil liquefaction conditions occur in areas underlain by cohesion-less soil of low density, typically in association with a shallow ground water table.

Geologically hazardous areas in and around the Town of Wilkeson are shown on the map on the prior page. Wilkeson's critical areas regulations with respect to landslide hazard areas detail the specific studies and performance standards necessary to protect the public health, safety and welfare.

Geologically Hazardous Areas Goals and Policies

The following goals and policies, if implemented, will result in the protection of geologically hazardous areas.

11. Protect life and property in geologically hazardous areas and special flood hazard areas. Geologically hazardous areas include landslide, erosion, seismic, and volcanic hazard areas.

Note: This goal and related policies have been updated to match the terminology of WAC 365-190-120.

- 11.1 Work with other agencies to develop and implement inclusive public education and notification systems related to geologically hazardous areas.
- 11.2 In conjunction with other agencies, including Pierce County, school districts, and the Buckley Fire Department, implement an emergency notification system and evacuation plan to provide early warning of impending disasters. As necessitated by new development, the system and plan shall be periodically revised.
- 11.3 Use title and plat notices for new development to inform current and future property owners of potential risk from applicable geologically hazardous areas and special flood hazard areas.
- 11.4 In conjunction with Pierce County, the federal government, the Red Cross, and other applicable agencies, educate the general public about the risks associated with geologically hazardous areas and special flood hazard areas and methods to reduce risk.
- 11.5 Create a disaster resistant and resilient community through proper design of critical facilities, inclusive public education of the public, and land use planning.
- 11.6 Emergency notification systems and evacuation plans should consider the diverse needs of the population to address accessibility, access to technology, and language.
- 11.7 Take measures to reduce risk and hazard from volcanic hazards off Mount Rainier.

- 11.8 Take measures to reduce risk and hazard from earthquakes (seismic hazards) and associated effects through disaster preparedness and public education, and facility design.
- 11.9 Take measures to protect hillsides and hillside development from landslides or other geologic hazards and the impacts associated with building on steep slopes.
- 11.10 Take measures to reduce erosion and other geologic hazards in all areas, particularly in areas with high risk of erosion, and the associated impacts.
- 11.11 Implement land use and environmental regulations with flexibility to include protecting geologically hazardous areas.

Fish and Wildlife Habitat Conservation

Fish Habitat Areas

The designated Fish Habitat Conservation Area in the vicinity of the Town of Wilkeson are shown on the map on the following page. Most of the Fish and Habitat Conservation Areas are outside of the town boundaries except for Fish Habitat in the creek. Wilkeson Creek is home to Chinook, Coho and Pink Salmon, Steelhead Trout and Reticulate Sculpin. The nearby Carbon River has been identified by the Washington State Fish and Wildlife Department as containing Chinook, Coho, Steelhead and Chum Salmon. Chinook salmon is a federally listed species under the Endangered Species Act (ESA):

Wildlife Habitat Areas

Wildlife habitat can be described as a geographic area containing the necessary combination of food, water and protective cover for the survival and propagation of a species of animal. Habitats differ between species but are closely related to plant communities. A single plant community such as a wetland, for example, may provide all the necessary habitat requirements for certain small mammals or amphibians. Larger mammals may require more than one plant community to complete their habitat, such as forest cover and wetland for food and water.

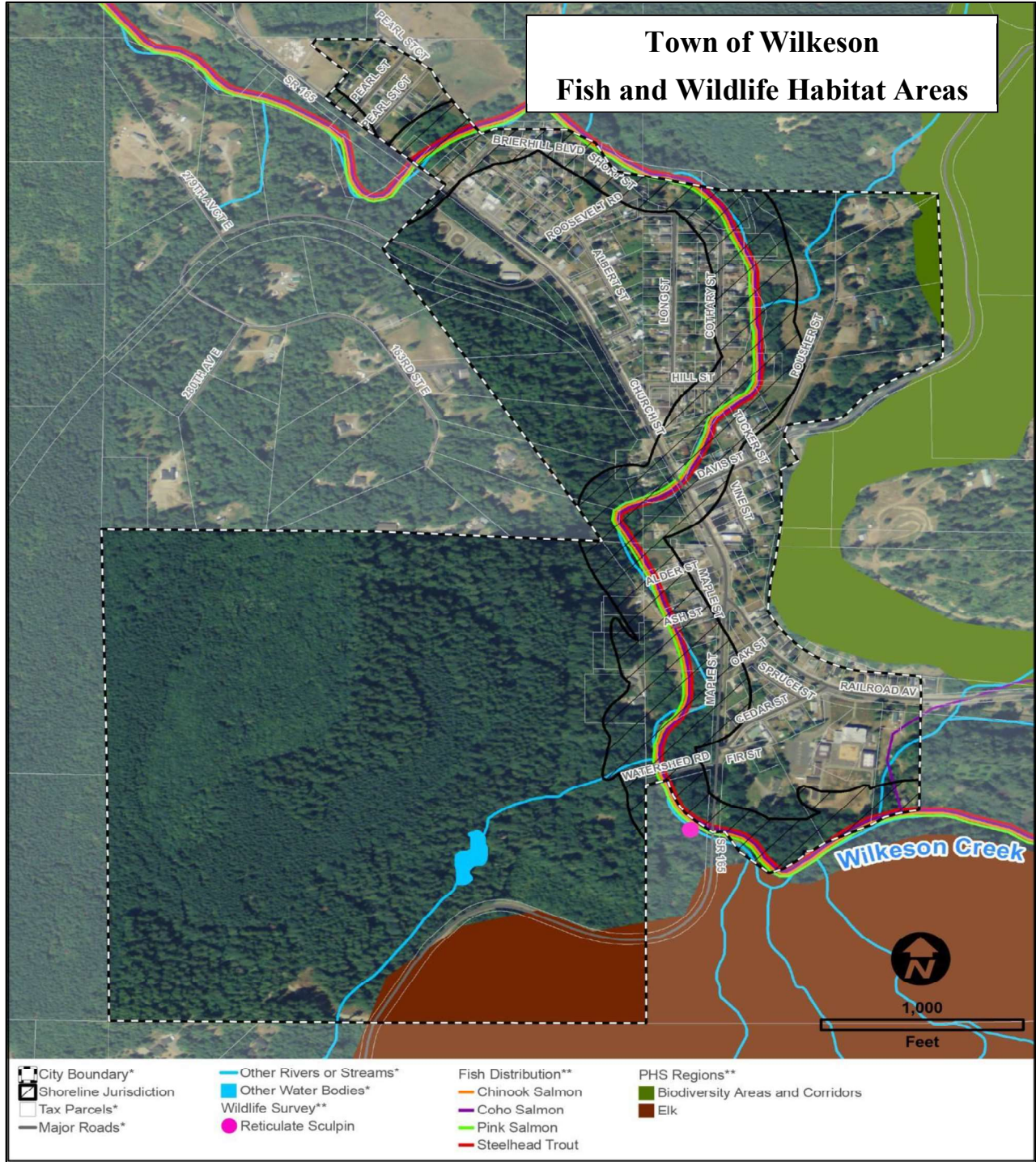
Fish and Wildlife Habitat Conservation Areas Goals and Policies

The following goals and policies, if implemented, will result in the protection of fish and wildlife habitat conservation areas.

12. Protect and enhance unique, valuable, and critical plant, fish and wildlife habitat conservation areas and promote biodiversity.
 - 12.1 Implement regulations and programs to protect unique, valuable and critical plant, fish and wildlife habitat conservation areas, including flexible design standards.
 - 12.2 Protect shorelines, fish and wildlife habitat conservation areas, and wetlands through appropriate regulations, acquisition, and non-regulatory policies such as education, stewardship, density credits, restoration, etc.
 - 12.3 Develop an urban forestry strategy to encourage the planting of trees on public and private property.

- 12.4 Within the urban forestry strategy develop specific standards for planting of public trees such as minimum size, type, minimum soil conditions, and maintenance requirements.
- 12.5 Incorporate climate resilience strategies into the Town's urban forest management, such as increasing townwide species diversity, native or climate resilient species, and increasing tree planting in areas with low canopy cover.
- 12.6 Protect forested hillside areas which provide environmental benefits, such as slope stability, wildlife habitat, water filtration and attenuation (slow release), from the impacts of development.
- 12.7 Give priority to conservation and protection measures that preserve and enhance areas where anadromous fisheries and endangered, threatened, and sensitive species have a primary association.
- 12.8 Allow for the clustering of development at higher densities on a portion of a property when preserving fish and wildlife habitat conservation areas or wetlands on site.

Town of Wilkeson Fish and Wildlife Habitat Areas



Chapter 4 Housing Element

Organization of the Housing Element

The Growth Management Act (GMA) requires consideration of housing needs through the State Planning Goals and through the requirements for a housing element. Housing Elements are required to recognize the vitality of existing neighborhoods, inventory existing and projected housing needs, identify sufficient land for a variety of housing types and needs, and make adequate provisions for the existing and projected needs for all economic segments of the community.

This housing element contains the following sections:

- Planning Requirements,
- Housing inventory,
- Household characteristics,
- Housing costs,
- Affordability,
- Analysis, and
- Goals and policies.

Planning Requirements

Washington State Growth Management Act

The Washington State Growth Management Act mandates that counties and cities encourage the availability of affordable housing to all economic segments of the population, promote a variety of residential densities and housing types, and encourage preservation of the existing housing stock (RCW 36.70A.020(4)). The Washington State legislature passed House Bill 1220 in 2021, which requires that jurisdictions plan to accommodate, and provide adequate provisions for, housing unit needs for extremely low-, very low-, low-, and moderate-income levels. The amendment also requires jurisdictions to identify local policies that result in racially disparate impacts, displacement, and exclusion, and then implement policies and regulations to undo them.

The term “affordable housing” is defined in RCW 36.70A.030(2) as, unless the context clearly indicates otherwise, residential housing whose monthly cost, including utilities other than telephone, do not exceed thirty percent of the monthly income of a household whose income is:

- For rental housing, 60 percent of the median household income adjusted for household size, for the county where the household is located, as reported by the United States Department of Housing and Urban Development (HUD); or
- For owner-occupied housing, 80 percent of the median household income adjusted for household size, for the county where the household is located as reported by HUD.

The GMA requires the adoption of countywide planning policies for affordable housing in order to establish a consistent county-wide framework from which county and city comprehensive plans are developed and adopted. These policies are required to, at a minimum, “*consider the need for*

affordable housing, such as housing for all economic segments of the population and parameters for its distribution” (RCW 36.70A.210(3)(e)).

The GMA also identifies mandatory and optional plan elements. (RCW 36.70A.070 and .080). A Housing Element is a mandatory plan element that must, at a minimum, include the following (RCW 36.70A.070(2)):

- An inventory and analysis of existing and projected housing needs that identifies the number of housing units by income level necessary to manage projected growth, including permanent supportive and emergency housing,
- A statement of goals, policies and objectives, and mandatory provisions for the preservation, improvement and development of housing, including single-family residences.
- Identification of sufficient land for housing, including, but not limited to, government assisted housing, housing for low-income families, manufactured housing, multi-family housing, group homes, and foster care facilities; and
- Adequate provisions for existing and projected housing needs of all economic segments of the community.

Comprehensive Plans must be internally consistent documents (RCW 36.70A.070), meaning all plan elements must be consistent with the future land use map prepared as part of the required Land Use Element (RCW 36.70A.070). These other constraints such as utility and capital facilities availability, environmental constraints from wetlands, shorelines, slopes and other critical areas, and the availability of a variety of motorized and non-motorized transportation facilities all have bearing on the feasibility of housing types, locations, and price points. As described in Chapter 2 Land Use Element, Wilkeson participated in the Pierce County Buildable Lands Program (RCW 36.70A.215) and will strive to meet the population, housing unit and employment goals as set out for Wilkeson by that program and as adopted by the County (Pierce County Ordinance No. 2022-46s).

Recent state legislation calls for cities above 25,000 persons to expand middle housing allowances in single-family residential zones (HB 1110). Cities below 25,000 persons must permit duplex units within all residential zones. Wilkeson’s code already permits duplexes in all residential zones (CMC 18.20.010). Wilkeson must also update its accessory dwelling unit code to comply with HB 1337 which permits up to two accessory dwelling units per lot, provides for a minimum size of 1000sf, removes limitations on owner occupation, and sets parking requirements. support Accessory dwelling Unit development (HB 1337). Lots with critical areas or their buffers are exempt from the requirements of both HB 1110 and HB 1337.

VISION 2050 Multicounty Planning Policies (MPPs)

VISION 2050 recognizes that to meet the demands of a growing and changing population in the central Puget Sound, the region needs to develop vibrant communities that offer a diverse and well-distributed mix of homes affordable to both owners and renters in every demographic and income group. VISION 2050 encourages housing production that will meet the region’s needs and places a major emphasis on providing residences that are safe and healthy, attractive, and close to jobs, shopping, and other amenities. The Multicounty Planning Policies respond to changing demographics and the need to diversify the region’s housing supply. The MPPs address:

- 1) housing diversity and affordability,
- 2) jobs-housing balance, and
- 3) best practices for home construction.

VISION 2050 offers 12 policies related to housing under the goal of preserving, improving, and expanding the housing stock to provide a range of affordable, accessible, healthy, and safe housing choices for every resident including fair and equal access to housing for all people. These Multicounty Planning Policies place an emphasis on preserving and expanding housing affordability, incorporating quality and environmentally responsible design in homebuilding, and offering healthy and safe home choices for all the region's residents.

Pierce County Planning Policies (CPPs)

Pierce County updated its Countywide Planning Policies (CPPs) in 2022 (Pierce County Ordinance No. 2022-46s). The major focus of the CPPs with respect to housing is compliance with the GMA, specifically with respect to affordable housing. The following are CPPs related to Affordable Housing:

AH-1: Explore and identify opportunities to reutilize and redevelop existing parcels where rehabilitation of the buildings is not cost-effective, provided the same is consistent with the countywide policy on historic, archaeological, and cultural preservation and with Policy AH-8 regarding displacement.

AH-2: Plan to meet their affordable and moderate-income housing needs goals by utilizing a range of strategies that may include a Housing Action Plan and will result in the preservation of existing housing, and the production of new, affordable and moderate-income housing that is safe and healthy.

- 2.1: Jurisdictions should consider adopting reasonable measures and innovative techniques (e.g., moderate density housing, clustering, accessory dwelling units, cottage housing, small lots, planned urban developments, and mixed use) to stimulate new higher- density affordable and moderate-income housing stock on residentially zoned vacant and underutilized parcels.

AH-3: Determine the extent of the need for housing for all economic segments of the population, with special attention paid to the historically underserved, both existing and projected, over the planning period, and shall encourage the availability of housing affordable to all economic segments of the population.

- 3.1: Affordable housing needs not typically met by the private housing market should be addressed through more coordinated countywide and regional approaches/strategies.
- 3.2: Each jurisdiction may adopt plans and policies for meeting its affordable and moderate income housing needs in a manner that reflects its unique demographic characteristics, comprehensive plan vision and policies, development and infrastructure capacity, location and proximity to job centers, local workforce, and access to transportation.
- 3.3: Each jurisdiction should plan to accommodate a sufficient supply of permanent supportive housing as defined in RCW 36.70A.030(16), foster care housing, and

those requiring special needs housing (i.e., the elderly, developmentally disabled, chronically mentally ill, physically disabled, homeless, persons participating in substance abuse programs, persons with AIDS, and victims of domestic violence) that is equitably and rationally distributed throughout the County.

AH-4: Establish a countywide housing affordability program by an organization capable of long-term consistent coordination of regional housing planning, design, development, funding, and housing management. All jurisdictions should cooperatively maximize available funding opportunities and leverage private resources in the development of affordable housing for households.

- 4.1: All jurisdictions should jointly explore opportunities to develop a countywide funding mechanism and the potential for both voter-approved measures (bond or levy), and nonvoter-approved sources to revenue to support the development of housing affordable to all economic segments.
- 4.2: All jurisdictions should jointly pursue state legislative changes to give local jurisdictions the authority to provide tax relief to developers of affordable housing.
- 4.3: All jurisdictions should jointly pursue state legislative changes to give local jurisdictions the authority to provide tax relief to developers of affordable projects.
- 4.4: All jurisdictions should explore the expansion of existing non-profit partnerships, increased coordination with local public housing authorities, a county-wide land trust, as well as future involvement of larger County employers, in the provision of housing assistance for their workers.
- 4.5: Jurisdiction should evaluate inclusionary or incentive zoning measures as a condition of major rezones and development.
- 4.6: New fully contained communities- in unincorporated Pierce County shall contain a mix of dwelling units to provide for the affordable and moderate-income housing needs that will be created as a result of the development.

AH-5: Explore and identify opportunities to reduce land costs for non-profit and for-profit developers to build affordable housing.

- 5.1: Jurisdictions should explore options to dedicate or make available below-market-rate surplus land and also identify opportunities to assemble, reutilize, and redevelop existing parcels for affordable housing projects.
- 5.2: All jurisdictions should review and streamline development standards and regulations to advance their public benefit, provide flexibility, and minimize costs to housing.

AH-6: Jurisdictions shall periodically monitor and assess their success in meeting the housing needs to accommodate its 20-year population allocation.

- 6.1: Jurisdictions should utilize the available data and analyses provided by federal, state, and local sources to monitor their progress in meeting housing demand as part of the required Growth Management Act comprehensive plan update process.
- 6.2: Countywide housing allocations shall be monitored with each Buildable Lands Report and evaluated to determine if countywide needs are being adequately met;

the evaluation should identify all regulatory, programmatic, and financial measures taken to address the allocation need.

- 6.2.1: Each jurisdiction should provide, if available, the quantity of affordable housing units created, preserved, or rehabilitated since the previous Buildable Lands Report.
- 6.2.2: Jurisdictions should consider using a consistent reporting template for their evaluations to facilitate the countywide monitoring and assessment.
- 6.2.3: In conjunction with the Buildable Lands Report, a report should be forwarded from GMCC to the Pierce County Regional Council (PCRC) addressing the progress in developing new affordable housing.

AH-7: Support and encourage homeownership opportunities for low-income, moderate-income, and middle-income families and individuals while recognizing historic inequities in access to homeownership opportunities for communities of color.

AH-8: Jurisdictions should identify potential physical, economic, and cultural displacement of low-income households and marginalized populations that may result from planning, public investments, private redevelopment, and market pressure, and use a range of strategies to prevent and minimize, the cultural and physical displacement and mitigate its impacts to the extent feasible.

Housing Inventory

The GMA requires the Housing Element to include an inventory to “identify sufficient capacity of land for housing including, but not limited to, government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, multifamily housing, group homes, foster care facilities, emergency housing, emergency shelters, permanent supportive housing, and within an urban growth area boundary, consideration of duplexes, triplexes, and townhomes”. (RCW 36.70A.070(2)(c)).

This section identifies how much land is currently available for residential development in Wilkeson. It demonstrates how the Town will meet the 2044 population and housing unit allocations assigned to Wilkeson by the Pierce County Council for GMA planning purposes. It also summarizes the range of housing types supported by Plan provisions.

Residential Land Capacity

Pursuant to Pierce County Ordinance No. 2022-46s, the Pierce County Council has established population, housing unit, and employment targets for the year 2044 consistent with state and regional requirements and local considerations. The adopted targets for Wilkeson are summarized in the table on the following page.

The Town must demonstrate it can accommodate this growth during this planning horizon by identifying that it has enough developable land zoned at sufficiently high enough densities and intensities to be able to achieve these targets.

Pierce County has assigned Wilkeson a housing target of 251 total units for 2044. According to the US Census Bureau, the Town had a total of 182 housing units in 2020. The difference between existing units and the 2044 target represents 69 additional units, including one emergency housing unit over the 2020-20244 period.

GMA Population, Housing Unit and Employment Targets			
Population	Estimated 2020 Census Population	2020-2044 Population Growth	2044 Total Population Allocation
	499	187	686
Housing Unit	Estimated 2020 Census Housing Units	2020-2044 Housing Unit Growth	2044 Total Housing Unit Allocation
	182	69	251
Employment	2020 Total Employment Estimate	2020-2044 Total Employment Growth	2044 Total Employment Target
	85	11	96

The Buildable Lands Report states that the current residential land capacity is an additional 43 units, based on an assumed density of five units per acre for the Town’s R-1 zone and six units per acre for both the R-2 and R-3 zones. These assumed densities are based on the observed residential density in comparison with the permitted density. As there were only five residential permits issued in Wilkeson from 2013 to 2020, there is little development trend to analyze. The growth target for housing is 69 new housing units by 2044. However, the calculated capacity for housing growth is only 43 units. Therefore, the Town must consider ways to make up the difference of 26 units through zoning or other incentives.

As shown on the table below from the County’s 2022 Buildable Lands Report, Pierce County assumed there is no capacity for residential in the Town’s Commercial zone (WMC 17.03.040) and very little in the R-3 multi-family zone (WMC 17.03.030). No mention was made of the Town’s Planned Unit Development Code (WMC 17.03.060). Both the Commercial and Multifamily zones allow for a density of 16 dwelling units/acre. The Commercial zone also explicitly permits transitional housing, group homes and assisted living facilities. Under RCW 43.21C.450, and chapters 35A.21, 35.21 and 19.27A RCW, any of the existing commercial buildings in either the Commercial or Multifamily zones can be retrofitted for residential use. Wilkeson is home to the state historic register Washington Hotel and Brothel. Residential use in the Historic District is not without precedent. It’s possible retrofitting or the creation of new residential in the Commercial district, an already permitted use, will allow Wilkeson to bridge the gap and allow for the additional 26 units the County would like the town to create. Additionally, Wilkeson’s existing PUD code allows for residential or mixed use with an allowable density bonus of 20%. Wilkeson is also likely to make up the difference by adopting the new Accessory Dwelling Unit codes (RCW 36.70A.681) and conforming to the Missing Middle Housing requirements of at allowing a duplex in every residentially zoned lot (RCW 36.70A.635(1)(c)).

Zone	Vacant	Underutilized	Vacant Single Unit	Pipeline	Total
C	0	-2	0	0	-2
P	0	0	0	0	0
R-1	4	10	0	0	14
R-2	2	11	14	0	27
R-3	1	2	1	0	4
Total	7	21	15	0	43

Number and Type of Existing Dwellings

The predominant housing type in Wilkeson is the detached single-family dwelling, followed by mobile homes. In 2022, there were seven duplex homes. There were no multi-family dwellings or group living facilities within Wilkeson or its UGA. The following table shows the number of residential dwellings and their types for Wilkeson and its UGA according to the 2023 Washington State Office of Financial Management Forecasting and Research Division.

Area	Detached Single Family	Attached Single Family	Mobile Home	Total
Dwelling units in Wilkeson's current corporate boundaries	155	14	13	182
Dwelling Units in UGA	1	0	0	1
Total	156	14	13	183

Future Housing Types and Intensities

This Comprehensive Plan supports increased choice and development of additional housing types, including:

- Attached and detached accessory dwelling units to the extent permitted under state law (2 ADU plus the principal dwelling unit) pursuant to RCW 36.70A.635(1)(c) and RCW 36.70A.681;
- Multifamily dwelling units up to 16 du/acre (WMC 17.03.030.G.2.c); and
- Assisted living facilities, small group homes residential care facilities, residential treatment facilities, and retirement homes (WMC 17.07.200 and 17.030.030.F.1).

Condition of Housing Stock

Housing in Wilkeson and its UGA ranges from relatively new to over 100 years in age. Roughly 54% of the homes were built prior to 1940. About a third of Wilkeson’s homes were constructed between 1970 and 1999. About 4% of homes were constructed after the millennium. Area residents are generally attentive to home maintenance; well-maintained yards and homes are a source of pleasure and pride to many residents. However, as with most communities, there is a small number of homes in fair to poor condition.

Household Characteristics

Housing Size and Type

The table below shows the types of households in Wilkeson in 2020 based on the 2020 US Census². Almost 70 percent of households were family groups of two or more members. Nonfamily households, which include households with people living alone and households that do not have any members related to the householder, comprise the remainder. Wilkeson's average household size in 2020 was 2.81 members, which is somewhat higher than the County's average of 2.58.

HOUSEHOLD TYPES

Type	Number	Percent
Total households	164	100.0
Family households	113	68.9
Nonfamily households	51	31.1
Households with individuals under 18 years	73	42.2
Households with individuals 65 years and older	48	27.7
Average household size	2.81	N/A
Average family size	3.37	N/A

Source: U.S. Census Bureau

Owners, Renters and Vacancies

The table below identifies that almost 80 percent of Wilkeson's dwellings were occupied by owners in 2022. Research from a variety of sources has indicated that high home ownership ratios increase neighborhood stability. The 2013 American Community Survey found that the median length of residence for homeowners in their current homes is 11 years while for tenants this figure was fewer than three years. The analysis of census data similarly indicates less residential mobility and greater property value appreciation in areas with greater homeownership (Rohe and Stewart, 1996). On the one hand, the neighborhood and community are more stable, but on the other that contributes to a lack of housing opportunity and affordability. In 2022, Wilkeson had a low vacancy rate of 5.2 percent, which may reflect a measure of neighborhood stability as well as desirability.

OWNERS, RENTERS AND VACANCIES

Type	Number	Percent
Total housing units	173	100.0
Occupied housing units	164	94.8

² Note, the ACS is an estimate. OFM estimates in 2023 there were 181 households in Wilkeson. The Pierce County Buildable Lands Data assumed 182 housing units based on the 2020 Census. While the gross numbers may not conform, corresponding percentages by category are approximately accurate.

Vacant housing unit	9	5.2
Homeowner vacancy rate	0	0
Rental vacancy rate	0	0
Owner occupied housing units	131	79.9
Renter occupied housing units	33	2.01

Source: U.S. Census Bureau, 2022 ACS 5-year Estimates

Affordability

Housing Costs

The table on the following page is from the 2022 American Community Survey. It references owner occupied, rather than rental housing units. The table below identifies that in 2022, Wilkeson had a median house value of \$385,900 and a median selected monthly owner cost of \$1,725. Almost 40% of Wilkeson homeowners with a mortgage have monthly housing costs exceeding 30% of household income.

Cost of Rental Units

As of 2022, about a fifth of all residential units in Wilkeson were rental units, 33 units (20.1% of all units), that provide an alternative to owner-occupied housing. The table below identifies that in 2022, the median monthly rent was \$1,414. Less than a third of renters (27.3%) paid more than 30 percent of their household income for rent.

HOUSING VALUES, COSTS AND AFFORDABILITY

Value	Number	Percent
Owner Occupied Housing Units with a Mortgage	131	
Less than \$50,000	0	0
\$50,000 to \$99,999	0	0
\$100,000 to \$199,999	0	0
\$200,000 to \$299,999	32	24.4
\$300,000 to \$499,999	74	56.5
\$500,000 to \$999,999	25	19.1
\$1,000,000 or more	0	0
Median (dollars)	\$385,900	
Selected monthly owner costs for units with a mortgage		
\$0 to \$999	0	0
\$1,000 to \$1,499	31	29.0
\$1,500 to \$1,999	36	33.6

\$2,000 to \$2,499	13	12.1
\$2,500 to 2,999	14	13.1
\$3,000 or more	13	12.1
Median (dollars)	\$1,725	
Selected monthly owner costs as percentage of household income		
Less than 20.0%	27	25.2
20.0 to 29%	38	35.6
30.0 percent or more	42	39.2

RENTAL COSTS AND AFFORDABILITY

Gross rent	Number	Percent
\$500-999	4	12.1
\$1,000 to \$1,499	19	57.6
\$1,500 to \$1,999	10	30.3
Median (dollars)	\$1,414	
Gross rent as percentage of household income		
Less than 15.0%	9	27.3
15.0 to 19.9%	10	30.3
20.0 to 24.9%	5	15.2
25.0 to 29.9%	0	0.0
30.0 to 34.9%	0	0.0
35% or more	9	27.3

Source: American Community Survey, 2022

Housing All Segments of Society

In 2021, HB 1220 changed the GMA to require municipalities to plan to house all segments of society, from no income to above area median income. Specifically, Wilkeson must identify sufficient land for housing including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, group homes and foster care facilities. These dwelling units must make adequate provisions for existing and projected housing needs of all economic segments of the community (WAC 365-196-410(1) and (2)(e)). This housing needs analysis further defines the targets in the Pierce County Buildable Lands Report to not only say how much housing is necessary, but what types. In order to support this effort, the Washington State Department of Commerce created a Housing All Planning Tool (HAPT) that gives a rough breakdown of the types of housing necessary by income for each municipality based on the County's overall growth projections. The table on the following page shows the type and

quantity of affordable housing Wilkeson should strive to provide in by 2044. PSH stands for permanent supportive housing. AMI stands for Area Median Income. The chart was created using HAPT Allocation B methodology based on Wilkeson’s percentage of County population growth 2020-2044.

Housing Needed for All Segments of Society 2020-2044

	Total	0-30% AMI		>30-50% AMI	>50-80% AMI	>80-100% AMI	>100-120% AMI	>120% AMI	Emergency Housing Needs (Beds)
		Non-PSH	PSH						
Estimated Supply (2020)	182	4	0	17	81	34	21	26	0
Allocation (2020-2044)	95	10	12	17	-6	12	10	40	5

Maintenance Costs

Wilkeson has a large proportion of existing homes that are aging; hence, maintenance and repair costs will figure significantly among the housing costs incurred by residents in the future. Because Wilkeson has a large proportion of homeowners, it is likely that many residents will be aging along with their dwellings. The reduction in income associated with becoming elderly will have an impact on home maintenance in Wilkeson.

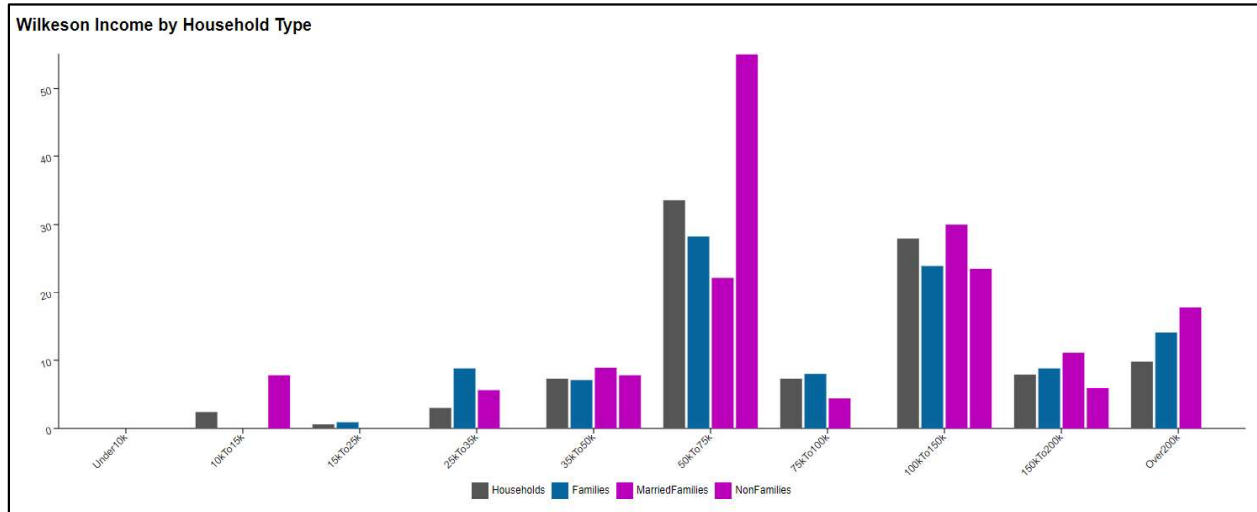
A constructive response to housing maintenance and repair needs may be the single most important factor through which Wilkeson can ensure continued housing adequacy at a reasonable cost for Wilkeson's current generations and availability of high-quality homes having historic significance for Wilkeson's future generations. This comprehensive plan includes policies that facilitate the maintenance necessary to retain existing housing stock for the benefit of current and future generations.

Households in Need

A household is generally defined to be living in housing affordable *to that household* if it is paying no more than 30 percent of its gross income on housing costs, including utilities. This definition treats all households equally, regardless of income level. Hence, a household with a gross income of \$150,000 per year that is spending \$50,000 on housing costs is living in "unaffordable" housing. The housing issues for such a household differ significantly from those of a household with a gross income of \$15,000 per year and spending \$5,000 on housing costs.

The 2020 US Census notes the poverty rate in Wilkeson is fairly high at 12.53% of households. The median household income was \$98,542 with an average of \$98,515 per annum. Both the median and mean household incomes are well above the Pierce County Median Household Income. As noted in the housing affordability tables above, almost 40% of homeowners in Wilkeson who have mortgages (representing 81.7% of households according to the U.S. Census in 2010) are spending more than 30 percent of gross income on housing costs. About 27 percent of renters in Wilkeson are spending more than 30 percent of gross income on housing. Clearly, a

gap exists between average ownership costs or rents and the ability of many households in Wilkeson to cover these expenditures without being cost-burdened.



Affordability and Community Character

The affordability requirements of the GMA pose a special challenge for Wilkeson. The predominantly single-family residential character of the community, and home ownership and demographic patterns, preclude simple answers to housing problems. Affordable housing policies developed for the comprehensive plan must, at a minimum:

- Meet the unique needs of Wilkeson residents now and in the future,
- Preserve or improve neighborhood character, and
- Contribute to the overall quality of life of the entire community.

Because land use in Wilkeson is already dominated by housing, this housing element is vital to ensuring that Wilkeson remains an attractive and distinctive place to live. Neighborhood character is of great importance to Wilkeson residents. To ensure neighborhoods continue to meet the expectations of residents, issues must be addressed concerning home ownership versus renting, the appropriate mix of single family and other types of dwellings, the simultaneous aging of Wilkeson's aging population and housing stock and increasing housing costs.

Analysis

With respect to housing, Wilkeson is challenged in several ways. The Town is remote with no access to transit. There are many critical areas including extensive shorelines and steep slopes (See Chapter 3 Critical Areas Element). Another challenge is there are few employers in town so anyone without vehicular access must work inside the town either in a small-scale enterprise servicing the other residences (daycare, lawncare, dog walking, housekeeping, or home health aide for example) or must work remotely in a home occupation (See Chapter 9 Economic Development Element). The expected growth of 69 housing units from 2022-2044 is likely to come primarily from the development of accessory dwelling units and the densification of existing large lot development through short plats. There are no parcels that can accommodate a large subdivision. However, there are parcels with multi-family zoning that could accommodate more density with higher unit counts.

Goals and Policies

The housing goals contained in this comprehensive plan are:

- Encouraging long-term residency,
- Accommodating households of many types,
- Accommodating households at all economic levels and demographics,
- Maintaining or improving neighborhood desirability, and
- Promoting resource-conserving neighborhoods

Detailed goal statements and associated policies follow in this section.

Goal 1: Encourage the Availability of Housing Affordable to All Economic Segments of the Population

To ensure that Wilkeson can continue to accommodate households as their financial situations change over time, and to accommodate aging in place, Wilkeson shall encourage a mix of housing opportunities that are suitable for households at all economic levels, including underserved populations. Housing mix should facilitate maintaining a supply of desirable housing for households with low to moderate incomes, particularly households making less than 30 percent of Area Median Income (AMI). To the extent practicable, Wilkeson shall implement policies consistent with the Affordable Housing policies contained in the Pierce County Countywide Planning Policies.

Policies:

- 1.1 Wilkeson should explore and identify opportunities to reutilize and redevelop existing parcels where rehabilitation of the buildings is not cost-effective, provided the same is consistent with the countywide policy on historic, archaeological, and cultural preservation – consistent with CPP AH-1.
- 1.2: Wilkeson should meet the affordable and moderate-income housing goal by utilizing a range of strategies that may include a Housing Action Plan and will result in the preservation of existing, and production of new, affordable and moderate-income housing that is safe and healthy – consistent with CPP AH-2.
- 1.3: Wilkeson should promote the use of reasonable measures and innovative techniques (e.g., moderate-density housing, clustering, accessory dwelling units, cottage housing, small lots, planned urban developments, and mixed use) to stimulate new higher-density affordable and moderate-income housing stock on residentially-zoned vacant and underutilized parcels while ensuring compatibility with Wilkeson's community character – consistent with CPP AH-2.1.
- 1.4: Wilkeson should determine the extent of the need for housing affordable to all economic segments of the population, particularly those historically underserved, both existing and project – consistent with CPP AH-3.
- 1.5: Wilkeson should encourage the development of housing that is affordable to low to moderate-income households in a manner that reflects its unique demographic characteristics, comprehensive plan vision and policies, development and infrastructure

capacity, location and proximity to job centers, local workforce, and access to transportation – consistent with CPP AH-3.2.

- 1.6: Wilkeson should plan to accommodate a sufficient supply of permanent supportive housing as defined by the state, foster care housing, and those requiring special needs housing – consistent with CPP AH-3.3.
- 1.7: Wilkeson should support efforts by the County and other municipalities in the county to establish a countywide affordability program by an organization capable of long-term consistent coordination of regional housing planning, design, development, funding, and housing management. Wilkeson should be represented in directing the work program and priorities of the organization to the extent feasible – consistent with CPP AH-4.
- 1.8: Wilkeson should jointly explore opportunities to develop a countywide funding mechanism and the potential for both voter-approved measures (bond or levy), and nonvoter-approved sources of revenue to support the development of housing affordable to all economic segments – consistent with CPP AH-4.1.
- 1.9: Wilkeson should jointly pursue state legislative changes to give local jurisdictions the authority to provide tax relief to developers of affordable housing – consistent with CPP AH-4.2.
- 1.10: Wilkeson should explore opportunities to dedicate revenues from sales of publicly owned properties, including tax title sales, to affordable housing projects – consistent with Affordable Housing Policy AH-4.3.
- 1.11: Wilkeson should explore the expansion of existing non-profit partnerships, increase coordination with local public housing authorities, a county-wide land trust, as well as future involvement of larger County employers, in the provision of housing assistance for their workers – consistent with CPP AH-4.4.
- 1.12: Wilkeson should seek and secure state funds such as the Housing Trust Fund, and federal subsidy funds such as Community Development Block Grant, HOME Investment Partnership, and other sources to implement housing preservation programs, when feasible.
- 1.13: Wilkeson should evaluate inclusionary zoning or incentive zoning measures as a condition of major rezones and development – consistent with CP AH-4.5.
- 1.14: Wilkeson should explore and identify opportunities to reduce land costs for non-profit and for-profit developers to build affordable housing – consistent with CPP AH-5.
- 1.15: Wilkeson should periodically monitor and assess its success in meeting the housing needs to accommodate its 20-year population allocation – consistent with CPP AH-6.
- 1.16: Wilkeson should support and encourage homeownership opportunities for low-income, moderate-income, and middle-income families and individuals while recognizing historic inequities in access to homeownership opportunities for communities of color – consistent with CPP AH-7.
- 1.17: Wilkeson should consider identifying potential physical, economic, and cultural displacement of low-income households and marginalized populations that may result from planning, public investments, private redevelopment, and market pressure, and use

a range of strategies to prevent and minimize, the cultural and physical displacement and mitigate its impacts to the extent feasible – consistent with CPP AH-8.

- 1.18: Wilkeson should take advantage of using volunteers; social service organizations; and county, state, and federal programs as much as possible when implementing policies that facilitate housing affordability for low- to moderate-income households.

Goal 2: Encourage Long Term Residency

To maintain neighborhood stability and a sense of community, existing households and their familial generations will be encouraged to remain in Wilkeson.

Policies:

- 2.1 Facilitate stable succession of home ownership through familial generations by encouraging the development of accessory dwelling units that allow elderly homeowners to remain living on their established properties within proximity to younger households. Proposed units should harmonize with the scale of the existing neighborhood. The single-family character of the property should be retained through the use of design techniques including the use of landscaping and architectural elements that visually integrate the accessory dwelling unit with the main structure and limiting the amount of impervious pavement on the lot.
- 2.2: To increase home ownership opportunities, development and redevelopment of affordable owner-occupied units such as condominiums and manufactured modular homes (with full foundations) will be encouraged, as long as the units are compatible with the surrounding neighborhood.
- 2.3: Households that are renting in Wilkeson should be given consideration commensurate with households that own homes in Wilkeson when making decisions related to land use, housing, quality of life, transportation, utilities, and capital facilities. Notification procedures concerning development and civic matters should include steps designed to reach rental households as well as property owners.

Goal 3: Accommodate Households of Many Types

To ensure that Wilkeson can continue to accommodate households as their compositions change over time, Wilkeson shall encourage the preservation and development of a variety of residential dwelling units that accommodate households of many types and at various income levels in a socially and economically integrated community.

Policies:

- 3.1 Wilkeson will support housing that is affordable to all economic segments of the community throughout the Town, including government-assisted housing, housing for moderate, low, very low, and extremely low-income households, manufactured housing, permanent supportive housing, duplexes and townhomes, and those in need of transitional or emergency housing.
- 3.2: Wilkeson shall encourage fair and equitable access to housing provisions for all households in accordance with the state and federal law.

- 3.3: Special needs housing, including, group homes, foster care facilities, assisted living facilities, residential care facilities, emergency housing, emergency shelters, permanent supportive housing and residential treatment facilities should be allowed in all residential areas, provided they are compatible with the scale of the surrounding neighborhood.
- 3.4: Allow retirement housing compatible with the scale of the surrounding neighborhood in all residential areas. The Town will encourage the development of retirement housing that provides a range of living styles and services from independent living to convalescent care. Retirement housing development that integrates services for elderly living at differing levels of independence will be especially encouraged. When siting retirement housing, the proximity of services shall be considered. The Town may consider reductions in parking requirements for those retirement facilities that offer transportation services to residents.

Goal 4: Maintain or Improve Neighborhood Desirability

Wilkeson shall encourage the presence of desirable neighborhoods for households in all economic segments.

Policies:

- 4.1 Residential uses should be screened from incompatible commercial land uses and from principal arterial roadways (SR-165) by vegetative and open space buffering.
- 4.2: Single family neighborhoods should incorporate residentially oriented amenities such as neighborhood parks, shared open space, sidewalks and bike paths, street and overhead lighting, vegetative landscaping, and sidewalk benches.
- 4.3: Multifamily housing areas should incorporate residentially oriented amenities such as recreational facilities, sidewalks and bike paths, street and overhead lighting, vegetative landscaping, picnic areas, and shaded off-street parking sufficient to meet the needs of the population density planned for the area. In addition, private outdoor living space should be provided for each dwelling unit.
- 4.4: Implement zoning regulations, design standards, and guidelines, that complement and enhance existing neighborhoods without implementing barriers to the development of non-single family residential housing types.
- 4.5: When determining the suitability of a proposed site for the development or redevelopment of affordable housing, Wilkeson should consider the site's proximity to public services that may be useful to households in need. The Town may require the developer to construct or fund appropriately located complementary facilities.
- 4.6: Support innovative housing types that facilitate achievement of affordability or energy efficiency, dedication of park land or open space, implementation of vegetative landscaping, or continuation of historic development patterns. Innovative designs should be compatible with the surrounding neighborhood.
- 4.7: Development regulations should support the stability of established residential neighborhoods and not unnecessarily restrict the development potential of unusual lots, nor implement barriers to the development of diverse housing types.

- 4.8 Ensure there are zoning ordinances and building policies in place that allow and encourage an increase in the housing supply attainable to households along the full range of income levels.
- 4.9: Wilkeson should explore and facilitate opportunities for community volunteers and county programs that offer home repair and maintenance assistance for extremely low- to low-income households, elderly, and disabled householders with routine and emergency property maintenance and repairs.
- 4.10: Wilkeson should encourage private reinvestment in older residential neighborhoods and private rehabilitation of housing by completing related public works projects and by keeping the streets, sidewalks, and other municipal systems in good repair.
- 4.11: Implement zoning regulations, design standards, and guidelines, that complement and enhance existing neighborhoods without implementing barriers to the development of non-single family residential housing types.

Goal 5: Promote Resource-Conserving Neighborhoods

Wilkeson shall encourage the development of energy-efficient housing and neighborhoods and promote programs and rehabilitation that increase the energy efficiency of existing development.

Policies:

- 5.1 Wilkeson should promote the use of weatherization programs in existing housing. Weatherization modifications should integrate harmoniously with the original architectural design of historic homes or other homes of architectural merit.
- 5.2: Wilkeson should develop and maintain code provisions and incentives promoting energy and water conservation, and energy efficiency in building materials and site design.
- 5.3: Promote climate-friendly housing that minimizes energy and resource use throughout the construction and life of residential structures, and that is adaptable to a changing climate, including heat, flooding, air pollution and wildfire events.
- 5.4: Standards for residential housing design and orientation, streets, pedestrian and bicycle facilities, parking lots, and landscaping should include provisions for reducing the impacts of climate change and increase resilience. Structures should provide continuous shade on sidewalks, utilize cool roof strategies or green roofs to reduce costs for building cooling and heat-related impacts, and other building strategies to reduce heat loss in the winter and provide natural cooling or shade during the summer.
- 5.5: Wilkeson should encourage private property owners to landscape with native or locally adapted plants that require a minimum of water and energy resources to thrive. Property owners should actively manage their land to prevent the proliferation of noxious weeds or the creation of nesting places for disease-carrying animals. Property owners should distinguish the difference between attentive cultivation of plants that are desirable in small town/urban areas, and the neglect of one's property.

Chapter 5 Parks, Recreation, and Open Space Element

Introduction

The Parks, Recreation and Open Space Element serves as an expression of the community's goals, objectives, needs and priorities for recreation planning. In all communities, recreation provides an important personal, as well as social, outlet. Parks, recreation and open space facilities are common areas that Wilkeson residents, as well as visitors, can enjoy. They provide places for exercise, sports, children's playgrounds, relaxation, and community gatherings. These areas also enhance the aesthetic qualities of the community. They serve as important community centers and are among the most heavily used and enjoyed places within Wilkeson.

As with other facilities and services provided by the Town, parks, recreation and open space facilities must be planned to meet the changing demands that occur with growth and in the ways people use and experience active and passive open spaces. When the population increases, the demand placed upon existing facilities may increase, as well. As such, parks, recreation and open space areas and facilities may need to be expanded to meet the growing needs. Adequate land must be set aside for these purposes, and capital funds must be made available to develop the facilities. This Element is intended to ensure that provisions will be made to prepare for future needs so that the citizens of Wilkeson will continue to enjoy a high level of parks, recreation, and open space services into the future.

This Comprehensive Plan Parks, Recreation and Open Space Element builds on prior work. The Town of Wilkeson presented its original Parks and Recreation Plan for public review in a public hearing before the Town of Wilkeson Planning Commission in April 2010. The original Element was compiled through the collaborative effort of the Planning Commission, Town Council, citizens and staff and resulted in a basic plan that the Town could use to move forward in the development of park and recreation facilities and programs to meet the demands of a growing community. The Planning Commission updated the Park and Recreation Plan in February 2015, adopted in March 2015.



Organization of the Parks, Recreation, and Open Space Element

This Parks, Recreation and Open Space Element is divided into eight sections. The first section summarizes the intent for the element and the applicable planning requirements. The second section provides an inventory of existing facilities and proposed facilities. The third section describes the classification system for parks, recreation and open space facilities. The fourth section establishes level of service standards for the park categories described in the third section. The fifth section provides a needs assessment and identifies the extent to which current demand and projected needs for park and recreation facilities are, or will be, met based on current assumptions. The sixth section provides a summary of the public involvement. The seventh section is the Capital Facilities Plan. The final section provides Goals and Policies for managing parks, recreation and open space facilities.

Parks, Recreation, and Open Space Planning Requirements

Requirements of Growth Management Act

The provision of Open Space and Recreational amenities are goals of the Washington State Growth Management Act (GMA). The GMA states its planning goal with respect to parks is to “*retain open space and green space, enhance recreational opportunities, enhance fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities*” (RCW 36.70A.020(9)). As a mandatory element of the Town’s Comprehensive Plan, the Parks, Recreation and Open Space (PROS) Element must implement, and be consistent with, the Capital Facilities Plan Element as it relates to park and recreation facilities. The PROS element must include estimates of park and recreation demand for at least a ten-year period, an evaluation of facilities and service needs, an evaluation of tree canopy coverage within the urban growth area, and an evaluation of intergovernmental coordination opportunities to provide regional approaches for meeting park and recreational demand (RCW 36.70A.070(8)). Additionally with respect to Open Space, RCW 36.70A.160 requires each municipality to identify open space corridors within and between urban growth areas. These shall include lands useful for recreation, wildlife habitat, trails, and connection of critical areas as defined in RCW 36.70A.030.

VISION 2050 Multicounty Planning Policies (MPPs)

VISION 2050 offers an integrated approach to addressing land use, transportation, public facilities planning, economic development and the preservation of open spaces. Parks and open spaces are part of the larger regional strategy for preservation of the environment. MPP-En-15 asks municipalities to provide parks, trails, and open spaces within walking distance of urban residents. When new parks, recreational facilities and open spaces are planned, the priority should be on providing these investments in historically underserved communities. As part of building urban communities, municipalities should identify and create opportunities to develop parks, civic spaces and public spaces (MPP-DP-11).

Pierce County Countywide Planning Policy

The GMA’s parks, recreation and open space planning requirements and VISION 2050 environmental preservation and development pattern policy directives are expounded upon in greater detail in Pierce County’s County-Wide Planning Policies (2022). Unlike in other policy areas, the parks, recreation and open space planning areas are scattered throughout the larger countywide goals and objectives. Countywide Planning Policies applicable to Wilkeson PROS Element include:

ED-3: Coordinate with other institutions or governmental entities responsible for providing educational services, in order to ensure the provision of educational facilities along with other necessary public facilities and services and along with established and planned growth patterns through:

- 3.6: Encouraging joint (municipal/school district) use of playgrounds, parks, open spaces and recreational facilities.

- ENV-11: Open space, for the purpose of this Policy, includes federal, state, and local parks, recreation areas, greenbelts/natural buffers, scenic and natural amenities, or unique geological features or unique resources.
- ENV-14: Jurisdictions may make the following uses of open space:
- 14.1: Recreational areas, including parks (golf courses, picnic areas, bicycle, equestrian and walking trails) and general recreation;
 - 14.2 Uses as considered on a case-by-case basis; and
 - 14.3 Uses derived from community definition (i.e., greenbelts).
- UGA-12: Capital facilities plans shall identify existing, planned, and future infrastructure needs within Urban Growth Areas.
- 12.1: The County and each municipality in the County should identify appropriate levels of service and concurrency standards that address schools, sewer, water, and parks.

Existing Parks, Recreation and Open Space Facilities

Existing parks, recreation and open space facilities, and proposed improvements to these facilities, are summarized below. Pursuant to RCW 36.70A.160, Wilkeson has identified an open space corridor that consists of the vacated Burlington Northern Railroad ROW. This corridor is proposed to be developed as an extension of Foothills Trail system, which provides a regional bicycle and pedestrian pathway that will extend from Tacoma to Carbonado via Puyallup, Orting, South Prairie and other communities, upon completion. The Town has also identified Town owned facilities, school facilities that provide recreational opportunities, and regional recreational facilities and open space that contribute to the health and wellbeing of Wilkeson’s residents in compliance with Pierce County Countywide Planning Policies ED-3.6, ENV-11, ENV-14 and UGA-12 and VISION 2050 MPP-En-15 and MPP-DP-11.

Town Owned Facilities



Coke Oven Community Park

Community Park – Coke Oven Park

Wilkeson has no Community Parks, but it does have the presently undeveloped Coke Ovens Park. This property is 9.42 acres. The parkland encompasses the historic coke ovens, bleachers, an announcer’s booth, a fenced beer garden and the right of way for the Foothills Trail extension. The west end portion of the otherwise unmaintained lot is used for the Wilkeson Booster Club’s annual Handcar Race event each July. The Coke Oven Park Conceptual

Park Plan, funded by a Planning Assistance Grant from the National Parks Service was completed in 2013. Once this park renovation is completed, the Town of Wilkeson will have more than enough community park space. The demand for this type of amenity is given the 2044 population is 5.48 acres.

Neighborhood Park - Roosevelt Park

This 1.5-acre centrally located Town-owned and operated park provides active and passive recreational activities. This site includes picnic tables and a big toy. The park was upgraded in 2016 with funding from both the Town and a matching Washington Wildlife and Recreation Coalition grant. These upgrades consisted of creating two separate play spaces for two age groups, to encourage many years of active play. For safety, a thick layer of engineered wood fibers was installed around the new equipment. ADA sidewalks were added so that people of all abilities may easily get around the park. The grant also allowed for the creation of parking areas with designated ADA stalls. The fields were leveled, and all field obstructions removed to ensure visitor safety. The Town would like to improve this park by fixing the fence and adding a splash pad.



Roosevelt Park

Pocket Parks

Wilkeson is home to several pocket parks including Centennial Park (0.1 acre), Memorial Gardens Park (0.1 acre), Railroad Avenue Park (0.2 acre), and Archway and Nelson Memorial Park (0.1 acre).



Centennial Park

Centennial Park – This park is 0.1 acres and is located south of the Town parking lot at Town Hall. This park was created in 2009. It features a tall stone monument, three interpretive signs on sandstone plinths, two sandstone benches, flowerbeds and a public restroom. A 16-foot-tall sandstone monument highlights the park and commemorates the Town’s 100th anniversary of incorporation. The monument depicts two historic Wilkeson industries – Coal Mining and the Sandstone Quarry.

Memorial Gardens Park – This park was created in 2009 and features two benches with flower beds intended to accommodate donations of flowers from residents or visitors honoring loved ones. The park is 0.1 acres and is located west of SR 165 south of the Foothills Trail right of way.



Memorial Gardens Park

Railroad Avenue Park – The Railroad Avenue Park was also created in 2009. This park is about 0.2-acre and houses a donated caboose, picnic table area and signage. Originally located at the new centennial park, the caboose, restored in late 1980s by local residents, was relocated on this site.



Railroad Avenue Park

Archway and Nelson Memorial Park – The Wilkeson Arch and Rudd Nelson Memorial Park is located on SR165 at the intersection with Hill Street. Originally built in 1922, the Arch was carefully dismantled and relocated in 2005 after damage was sustained from the 2000 earthquake. The park is a small triangular piece of land, approximately 0.1 acres. It is located on the north side of the Wilkeson Archway. Rude Nelson, former Mayor and original Wilkeson Booster Club

member was one of the originators who built the arch in Wilkeson. Family members have donated a plaque and benches for the park.



Wilkeson Archway and Nelson Memorial Park

Special Facilities – Wilkeson Skate Park



Wilkeson Skate Park

Wilkeson Skate Park is a special facility in a lot of ways. Its design is unique. It's won national acclaim for its creativity. The skatepark itself is about 2200sf and is shaped like a frying pan with bacon and eggs. It was designed specifically for beginner and intermediate skateboarders, roller skaters and pump bicycle use. The park was

opened in 2015. It's located at the switchback from the Wilkeson section of the Foothills Trail. The entire lot is 1.08 acres. The Town would like to add a public restroom at this park.

Trails

Foothills Trail

The Foothills National Recreation Trail is a rail to trail that extends from the East Puyallup Trailhead at 13810 80th Street in Puyallup to east of the Town of South Prairie (Cascade Junction) where it splits into northern and southern sections. The northern section continues to Buckley. Construction of the eastern terminus in Enumclaw is planned with a bridge over the White River construction in 2024. The section between Puyallup and the White River is 21 miles.

The southern branch extends from Cascade Junction to the east of South Prairie through Wilkeson to Carbonado and eventually towards the Carbon River entrance of Mount Rainier National Park. Wilkeson has paved the section within their Town limits. The section between South Prairie and Wilkeson is unpaved as is the section after Wilkeson through Carbonado to the Fairfax Bridge over the Carbon River and south to the National Park. The unpaved trail between Wilkeson and Carbonado is three miles. The unpaved trail past Wilkeson is 2.25 miles to the Fairfax Bridge.



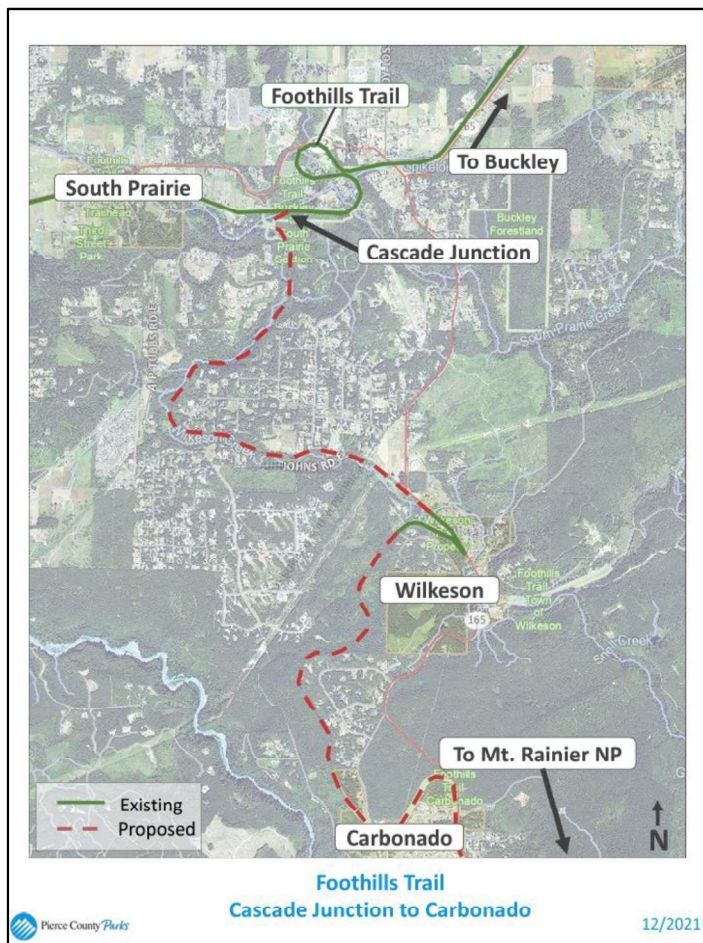
Foothills Trail in Wilkeson

In 2021, Pierce County initiated a project to begin

work on developing the trail alignment between Cascade Junction and Mount Rainier National Park. This project is studying current conditions on the ground, analyzing route options, and identifying permitting requirements. This project will result in a preferred trail route and high-level cost estimates to inform the planning and development of the trail. In February 2022, the County’s Consultant, Parametrix, submitted a technical memorandum regarding trail feasibility

and an alignment study. The work identified nine problem areas within ownership gaps or deteriorated trail conditions, with the most severe areas (Areas 3-8) located within or near the Wilkeson/Gale Creek canyon area. These six areas are characterized by erosion and landslides and are located within and/or adjacent to regulated floodplains, river channel migration zones, landslide hazard areas, wetlands, shoreline jurisdiction, and habitat conservation areas. The report notes these areas and designations indicate the presence of complex natural processes that would create significant permitting, design and constructability challenges. Three areas of feasibility were studied including:

- Structural solutions entirely within Pierce County ownership,
- Upland construction with some property acquisition, and
- Structural improvements and upland construction with significant property acquisition.

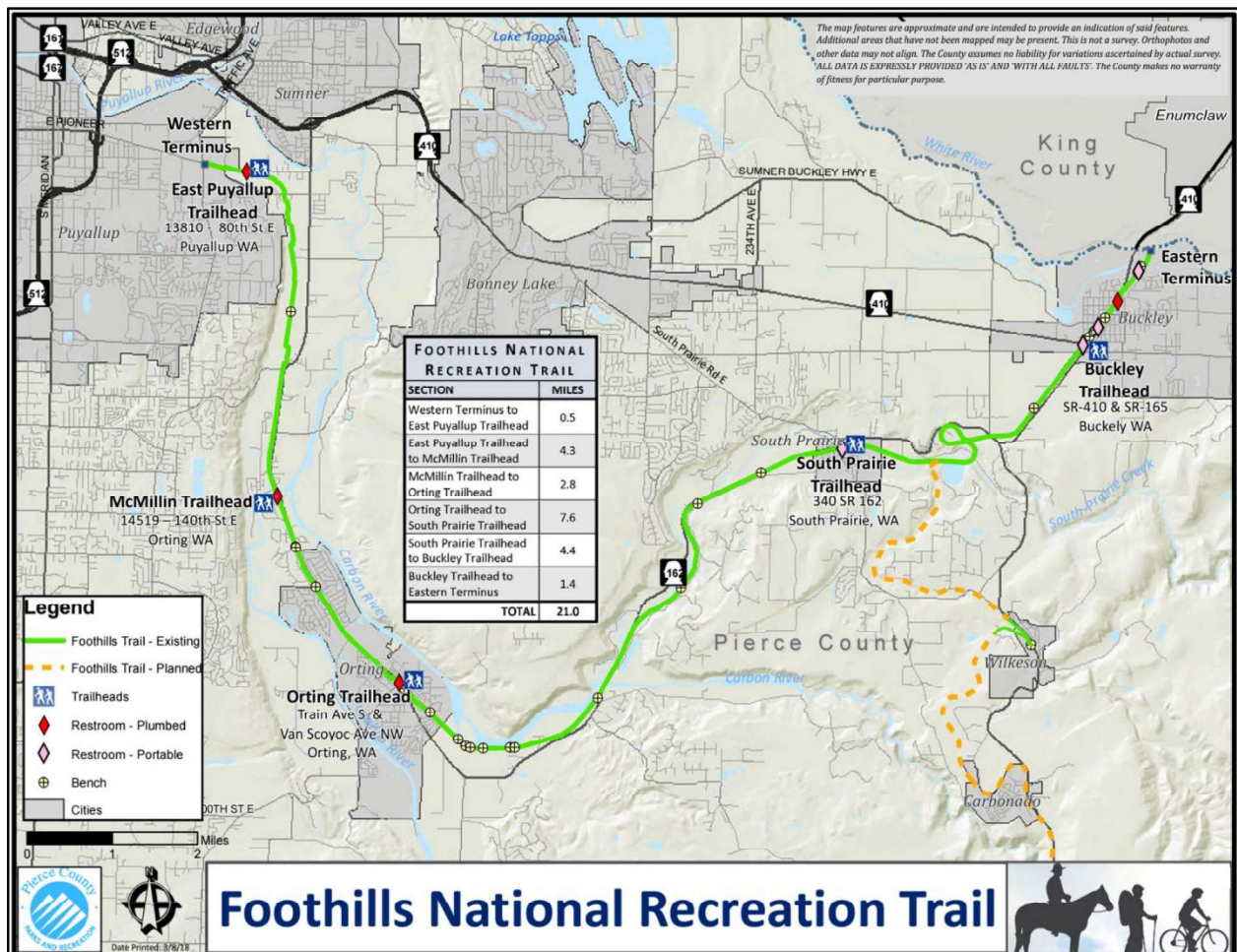


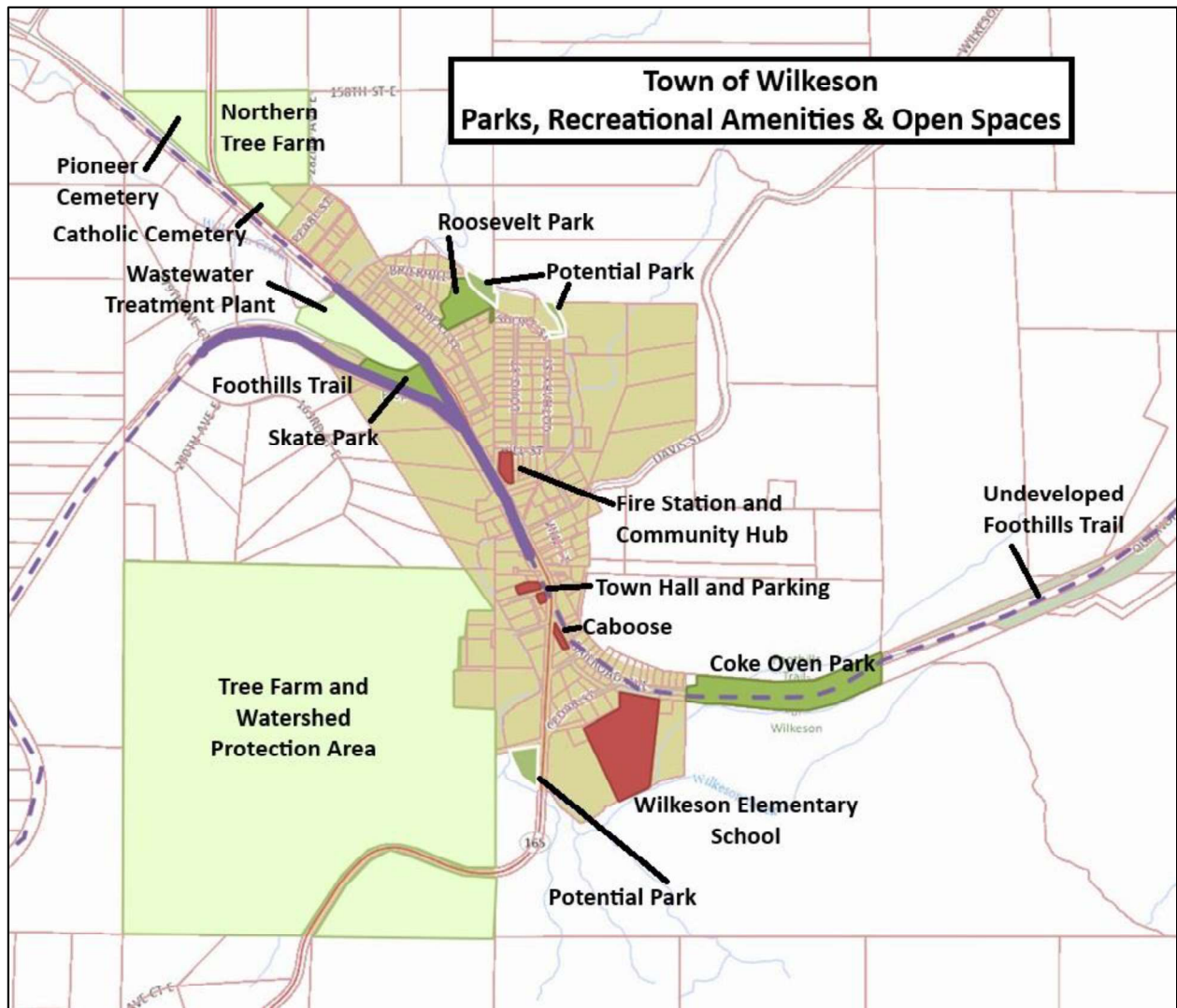
Outside of the problem areas, there are serviceable solutions within the existing trail system, though these areas may also eventually be susceptible to the same erosive forces that have affected the other areas. Anticipated costs of the first two alternatives range between \$5 and \$13 million just for the most difficult problem areas and do not include other improvements (i.e. widening and surfacing) that would be necessary to complete the project. The final alternative would cost a minimum of \$17-40 million to fix just the most problematic section.

In all areas, the report, finds that accessibility and constructability will be highly problematic. It notes, the canyon and adjoining forested areas are relatively remote or located on private property. Getting the project equipment in place for construction would be very challenging. The engineering challenges for bridge crossings will be high given the narrowness of the canyon. Additionally, design grades would likely exceed ADA requirements due to lack of space.

The final recommendation by Parametrix was to pause the analysis of the in-canyon alternatives between Wilkeson and Cascade Junction to take a broad brush look at the out-of-canyon alternatives. These latter alternatives would consider connecting Wilkeson to Cascade Junction using existing transportation and utility corridors and public lands to the extent practicable.

Wilkeson’s paved section is 0.86 miles. The entire section within Wilkeson is owned by the Town.

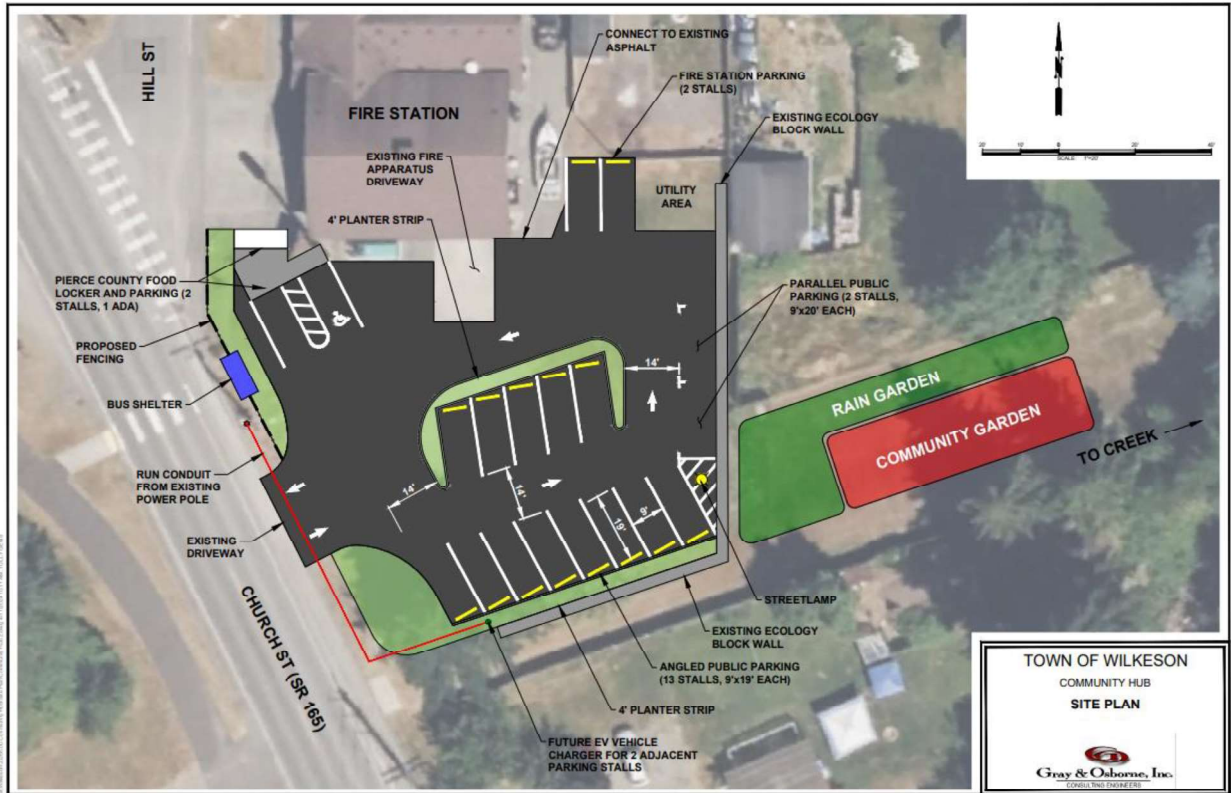




Amenities

Fire Station and Community Hub

In 2024, the Town planned upgrades to the Wilkeson Fire Station to include additional trail parking, a locker for the Pierce County Food Bank, EV Vehicle charging station, a rain garden and a community garden.



Wilkeson Fire Station and Community Hub

Town Hall and Parking

The two story, town hall was built in 1923. It has a small courtyard with a picnic table which tourists and bicyclists have utilized during summer outings. Upstairs contains the Town offices, Council Chambers, Court Clerk and meeting area. The downstairs floor is currently empty. It was originally built as a community center complete with a small gym. The Historical Society maintains a museum within the building. The original gym area with 25–30-foot ceilings and other rooms has the potential to be renovated into a community center. However, this space will need specific repairs and ADA access to be used by the public. As noted in the Capital Facilities Element, the Town is currently considering remodeling and renovating this building.



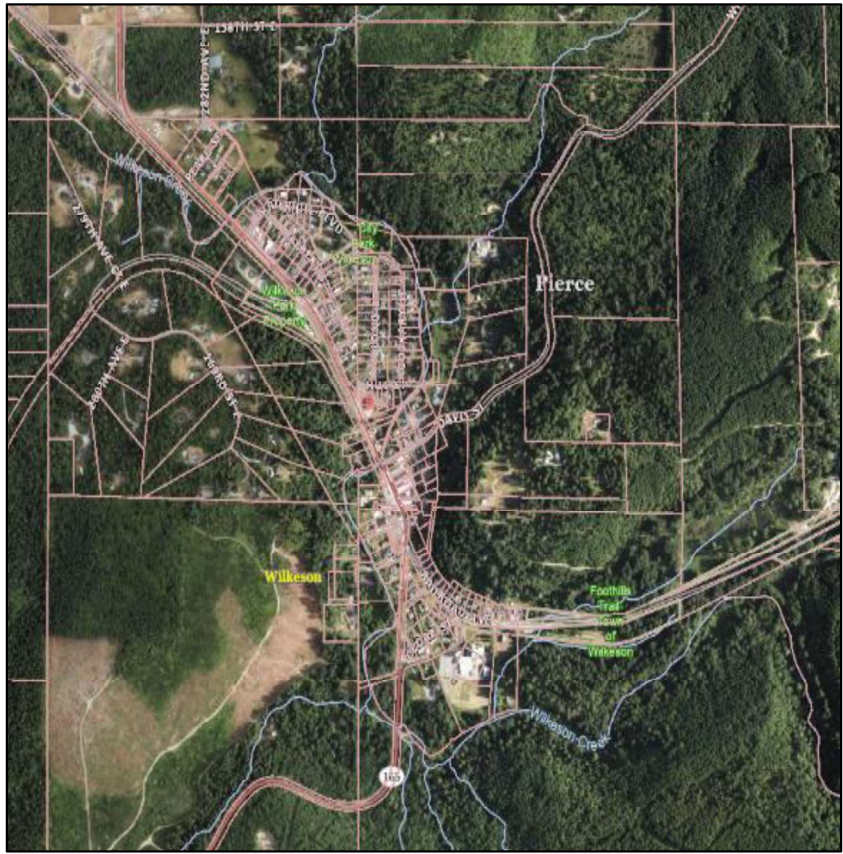
Wilkeson Town Hall

Potential Parks

As shown on the Parks, Recreation and Open Space map on Page 11, the Town has identified three sites for potential parks, each chosen for their accessibility to Wilkeson Creek. These properties are in private hands. Within the next few years, the Town Council will decide whether to purchase any or all of these properties and then create a design for their use.

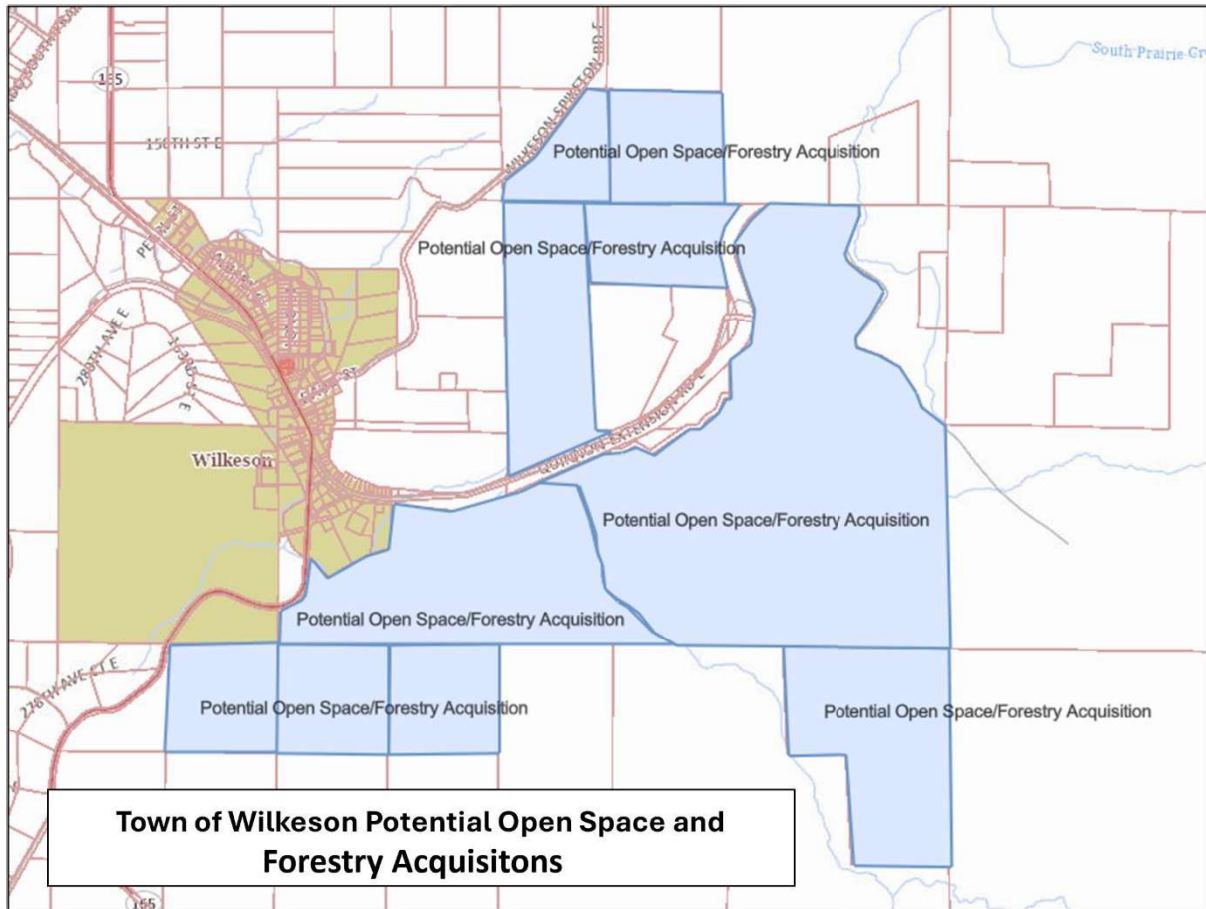
Open Space

Wilkeson is surrounded by open space on all sides. The Town of Wilkeson also owns a great deal of open space. On the Town's northwest corner is the 6-acre Pioneer Cemetery (formerly known as the Knights of Phythis Cemetery). Portions of the cemetery grounds are wooded. Adjacent to town cemetery is the

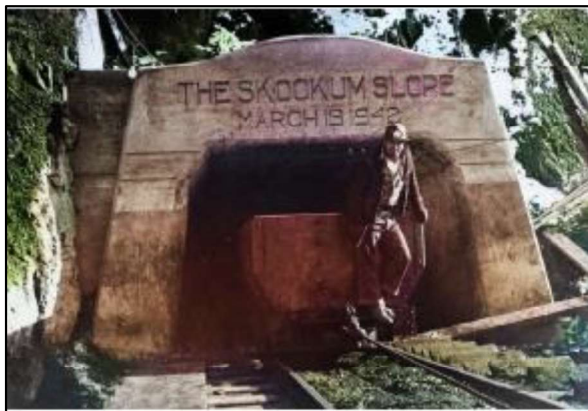


Wilkeson's Forested Verge

Town's Northern Tree Farm. This parcel is about nine acres in size and is actively managed for forestry by the Town. To the south of the Town's tree farm is the 1-acre Our Lady of Lourdes Cemetery privately operated by the Saint Aloysius Parish in Buckley, WA. Just down the street from the Catholic Cemetery is the Town's 4-acre wastewater treatment plant, of which 1.5 acres remains forested. The Town also owns a 143-acre tree farm and adjacent 15-acre watershed protection area located on the town's southwest corner. None of these areas are open for public use, but all provide an open space buffer.



The Town has plans to purchase additional forested land. Some of this land would be for active forestry. Other land would protect the watershed. Some of this land will also be open to the public for hiking and other active recreational and nature viewing.



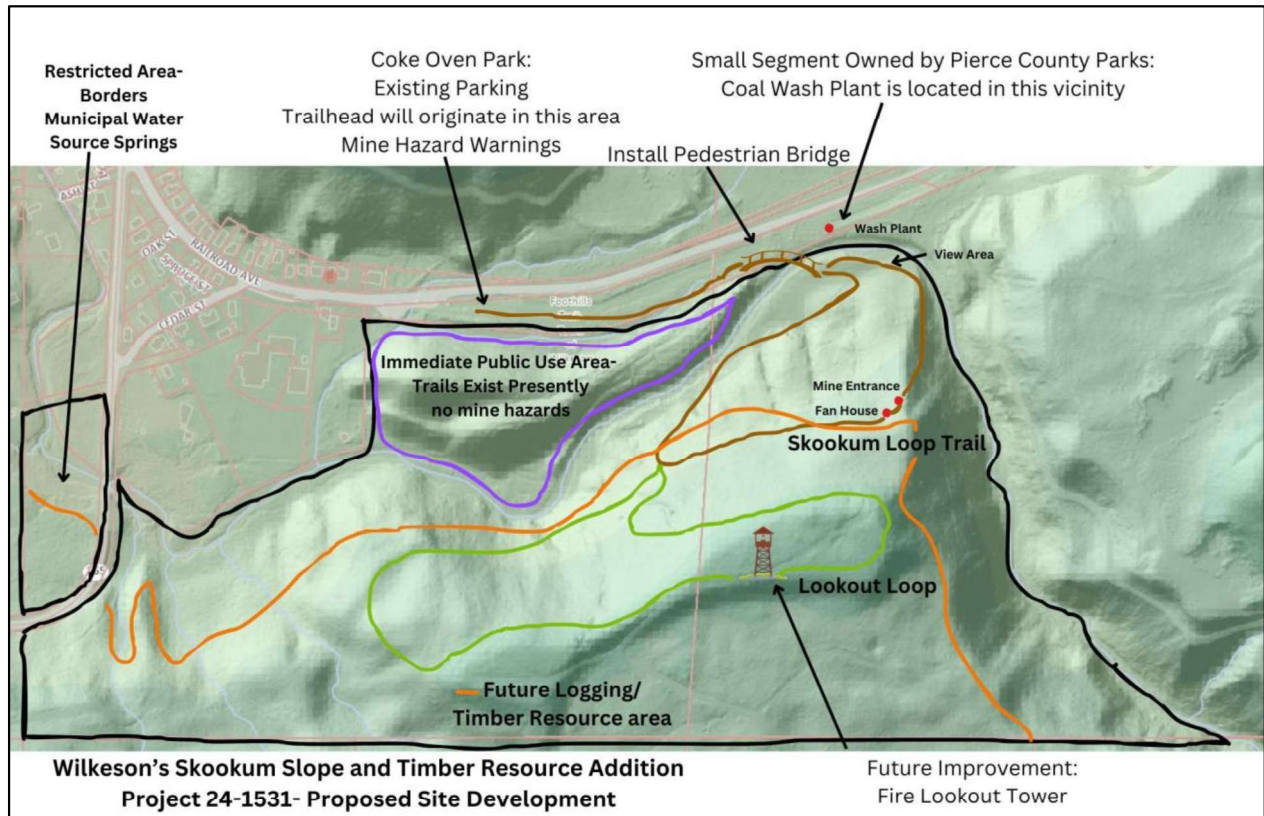
Skookum Slope

Skookum Mine and Timber Resource Addition

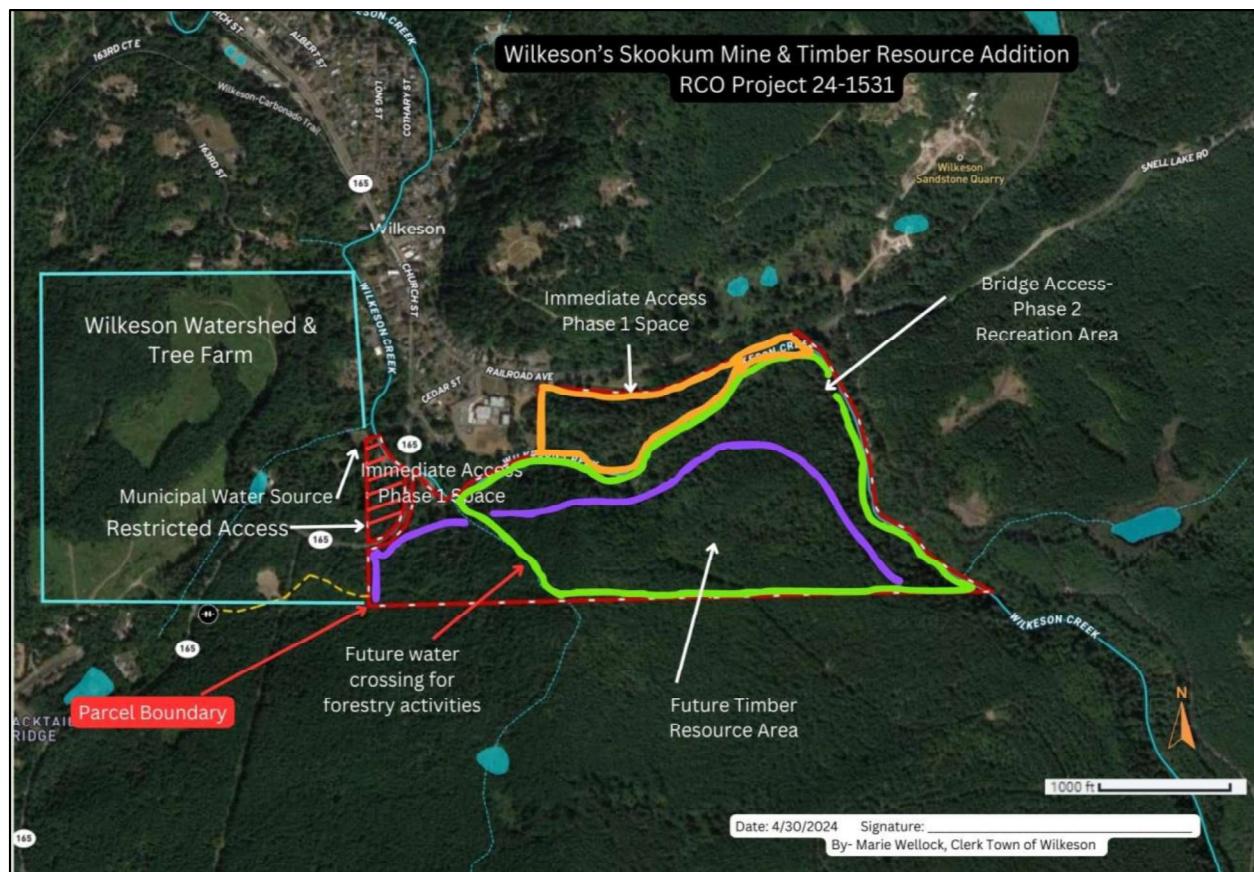
– The Town of Wilkeson recently submitted a Community Forest Grant request to the Washington State Recreation and Conservation Office. This \$1,025,000 total request would purchase a 137-acre parcel from Weyerhaeuser. The property is located south of the town. The parcel was once a coal mining slope in the heart of Wilkeson's uptown, and most recently a working forest owned by Weyerhaeuser. Wilkeson is currently in a conditional contract with Weyerhaeuser to purchase the property. The proposed project would turn privately-owned land

back over to the residents of Wilkeson as a community forest. The land would be used for outdoor recreational activities while preserving Wilkeson history by providing public access to the Skookum Slope, the entrance to a coal mine over 150 years old.

Funding, if acquired, would go toward the purchase of the parcel, preliminary design of a walking bridge for site access, the design of a loop trail to the Skookum Mine including infographics, and a cultural resource survey. This project will showcase the coal mining and production process from Wilkeson's history: from the mine to the coal washing station and then to the coke ovens for purification.



Roughly 80 acres of the parcel are available for public recreational and educational use, while 57 acres of the parcel will be added to Wilkeson's existing forest management plan to harvest timber to generate additional funds for Wilkeson. This project will benefit the community as a future revenue source and will provide residents and tourists a unique opportunity to view a historic coal operation within the Carbon Canyon.



Other In-Town Facilities

Wilkeson Elementary School

This White River School District-owned and operated facility is located on the 6-acre school campus. Facilities include a gymnasium, playground and playfield areas. The school provides public recreational opportunities within the Town when school is not in session. No changes are presently proposed.



Wilkeson Elementary School

Regional Parks, Trails and Open Space

Carbon River Canyon Open Space

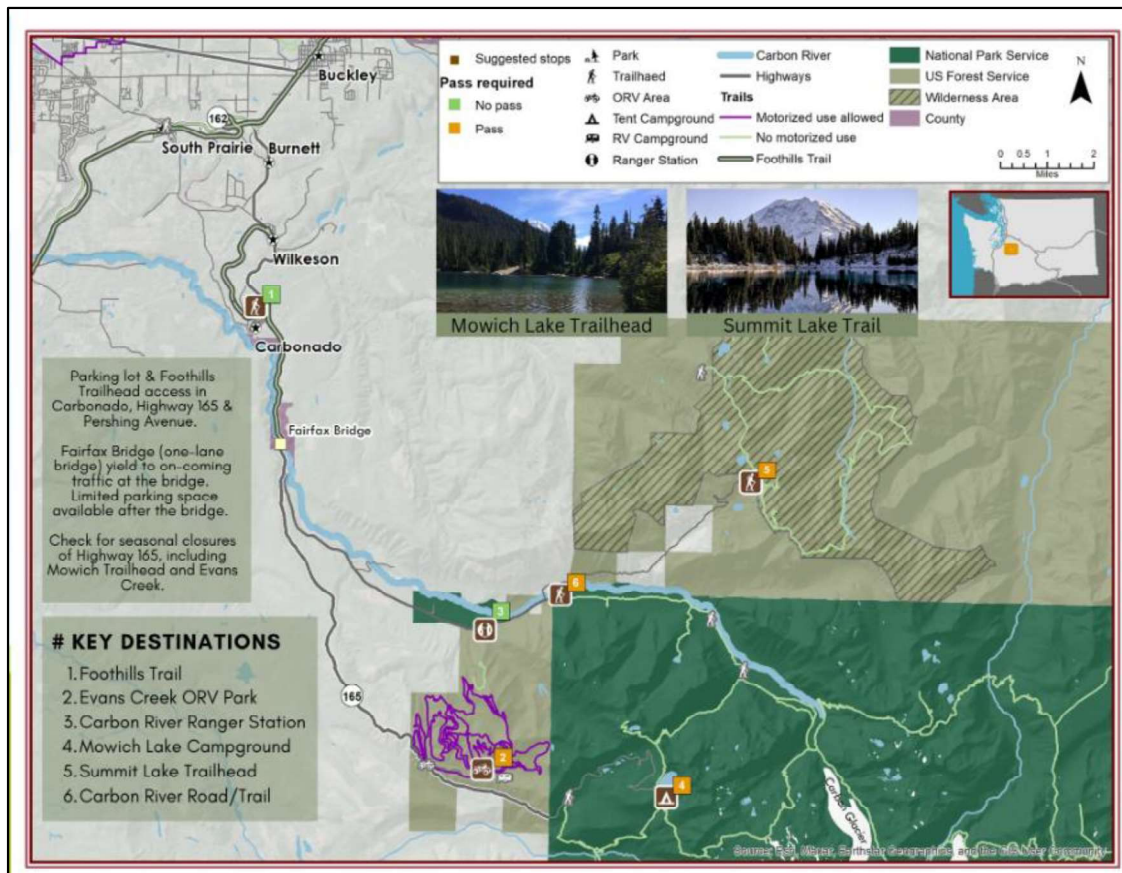
The Carbon Glacier Corridor follows the Carbon River for a little more than 20 miles through the Towns of Carbonado and Wilkeson to the Carbon River entrance of Mount Rainier National Park. The Carbon Glacier, located on the north side of Mount Rainier, is the source of the Carbon River. This region is treasured for its historic, cultural, and natural significance. The area is known for its rugged beauty. The area provides an increasingly primitive outdoor experience as natural geological forces erode and shift the landscape.



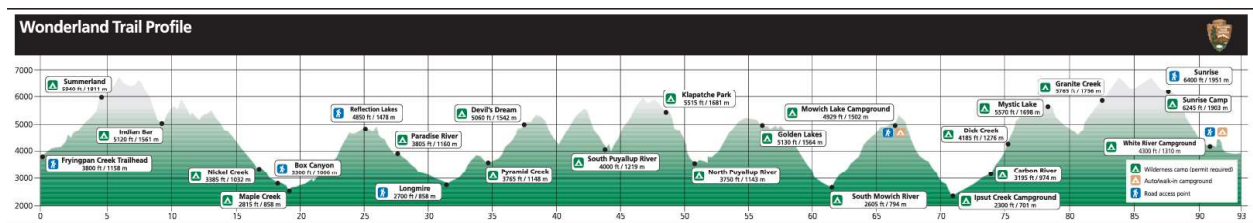
Experience the
**CARBON GLACIER
CORRIDOR**



This large open space on either side of the Carbon River is an undeveloped open space located within the Carbon River Canyon. The land is opened by federal, state, county and private entities. Portions of it are not open to the public. It is very steep and not usable for casual recreation. However, it creates a large, contiguous and protected wildlife habitat and fish protection area as shown in the map below.

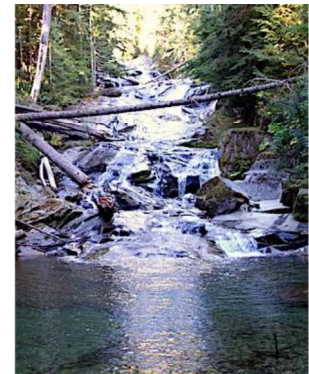


Mount Rainier National Park



The Wonderland Trail (Profile)

Mount Rainier National Park is 369 square miles, encompassing the 14,410-foot Mount Rainier and its surrounding forested foothills. This Federally owned National Park is operated by the National Park Service. Wilkeson is the closest incorporated municipality to the park, located eight miles from the Park's northwest corner, the Carbon River entrance. This part of Mount Rainier National Park receives consistently high amounts of rainfall, so the climate and plant communities found here resemble that of a temperate rainforest. Mt. Rainer National Park and surrounding forest land provide recreational opportunities on a regional level, including hiking, camping, fishing, mountaineering, backcountry skiing and snowshoeing, and other outdoor activities.



Chenuis Falls

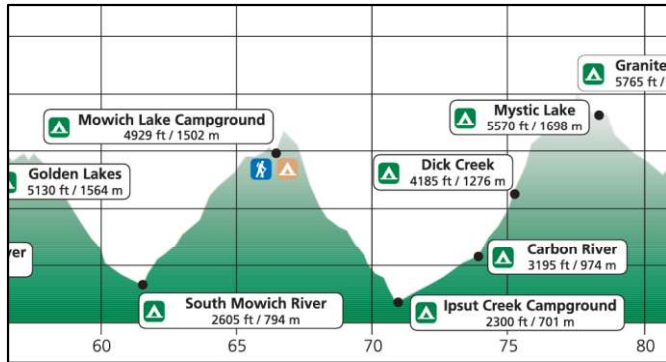
There are two entrances close to Wilkeson, the Carbon River Entrance off of Carbon River Road (accessible from SR 165) and the Mowich Lake Entrance from SR 165. The Carbon River Entrance is open year-round. Mowich Lake is open from mid-July to mid-October and is accessible by rough road vehicles.

The Carbon Glacier is the lowest elevation glacier in Mount Rainier National Park and the lowest in the lower 48 states. Mowich Lake is the Park's largest and deepest lake and provides a gateway to spectacular subalpine lakes and meadows.



Carbon Glacier

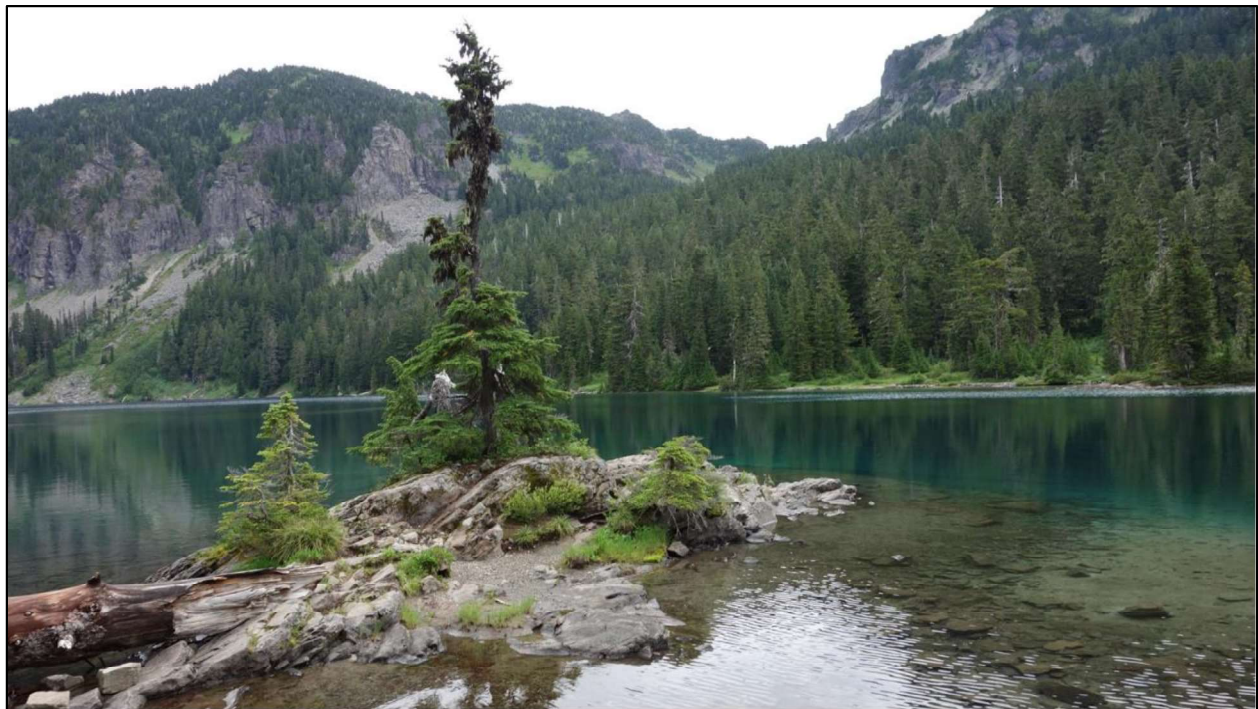
Both areas feature rustic campgrounds, though the Ipsut Creek Campground, five miles from the entrance, is not serviced and is hike or bike in only. Mowich Lake Campground, six miles from the Mowich Lake Entrance, is a rustic wilderness campground near subalpine meadows surrounding the lake.



Hiking around the Carbon River Entrance includes the washed-out road to Ipsut Creek. From there, hikers can continue on to the foot of the Carbon Glacier on the Carbon Glacier Trail, a 17-mile round trip from the Ipsut Creek Trailhead or 27 miles roundtrip from the park entrance. There is a small 0.3-mile loop called the Rain Forest Nature Trail near the Carbon River Entrance. Chenuis Falls is a 7.4-mile roundtrip trail

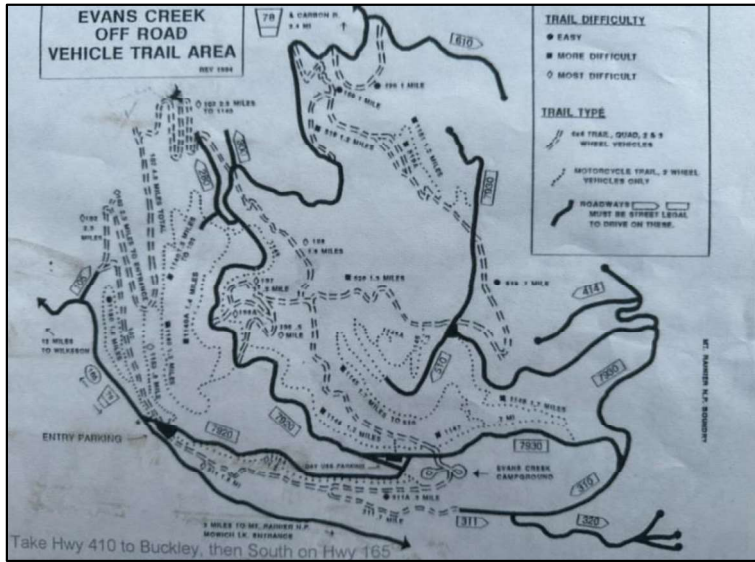
accessible 3.5 miles from the Carbon River Entrance across a footlog, though occasionally the footlog washes out and must be replaced. The Green Lake Trail begins 3.6 miles east of the Carbon River Entrance along Carbon River Road and is a 10.8-mile roundtrip hike through dense forest to a beautiful mountain lake. Ranger Falls can also be viewed from this trail as a short side trip.

The Mowich Lake area features some spectacular trails. The Tolmie Peak Trail (6.5 miles roundtrip) to one of the Park's four historic fire lookouts begins on the north side of Mowich Lake. This trail passes by subalpine Eunice Lake. Other nearby trails are Spray Park Trail, a 6-mile roundtrip that starts on the Wonderland Trail and leads to subalpine meadows. A spur trail two miles in leads to Spray Falls. The Wonderland Trail, a strenuous 93-mile loop trail which circumnavigates the park, passes through this area.



Mowich Lake

Evans Creek ORV Park



The Evans Creek Off-Road Vehicle Park is located about 13.3 miles south of Wilkeson off SR 165 past the Fairfax Bridge and the Carbon River Road cut off. This park is operated by the US Forest Service and US Department of Agriculture. The park contains 40 miles of combined four-wheel drive and motorcycle/quad trails of varying difficulty. There is a covered picnic shelter and a first-come, first-served campground with a hand pump for water and a primitive toilet. This park is very popular for off-road vehicles. There is a 10-mile off-road

vehicle loop with several spur trails that snake through second and third growth forest. Views of Mount Rainier from this park are spectacular.



Mt. Rainier from Evans Creek ORV Park

Classification System

For the purpose of identifying level of service standards, the existing park types within Wilkeson, and those which are not within the Town but provide service to its residents, are categorized below. The classification system utilized by the Town is intended to serve as a guide for the identification of the variety of recreational opportunities and for the provision of a well-balanced park and open space system. An important consideration is to provide a variety of park types that satisfy the broad range of community recreational needs.

Regional Parks

Regional parks/reserves are areas of natural quality for resource-oriented outdoor recreation, such as viewing and studying nature, hiking, fishing, boating, camping, and swimming. These areas may include active play areas, but typically at least 80 percent of a site is managed for natural resource protection. Regional parks and reserves service a multi-community area with a one-hour drive time to the park. The nearest regional parks to Wilkeson are the Evans Creek ORV Areas, Mount Rainier National Park and the undeveloped portions of the Foothills Trail.

Community Parks

Community Parks are defined as recreation areas capable of supplying a broad range of active and passive activities. Community parks typically contain both natural settings and developed play areas. Facilities normally provided at Community Parks include a swimming pool or beach, field and court games, picnicking and nature study. They also serve as nodes for communitywide pathway systems. Wilkeson does not have any parks that qualify as true Community Parks, though when the Coke Oven Park Conceptual Park Plan (2013) is completed, this park will qualify as a Community Park.

Neighborhood Parks

Neighborhood Parks are defined as recreation areas providing primarily active recreation opportunities. Facilities may include softball and baseball diamonds, playground equipment, basketball and tennis courts, and other facilities that support intensive activities. Passive recreation opportunities may also be provided if a natural setting exists. Roosevelt Park is a Neighborhood scale park. Though, at less than 700 people and a five-minute walk from one end of town to the other, Wilkeson itself is on the neighborhood scale. This park has both active and passive recreation areas with picnic tables and two big toys serving separate age groups.

Pocket Parks

A pocket park is a small outdoor space, usually no more than $\frac{1}{4}$ of an acre, usually only a few house lots in size or smaller, most often located in an urban area surrounded by commercial buildings or houses on small lots with few places for people to gather, relax, or to enjoy the outdoors. Wilkeson has several pocket parks together totaling $\frac{1}{2}$ acre including Centennial Park, Memorial Gardens Park, Railroad Avenue Park and Archway and Nelson Memorial Park.

Special Facilities

Special facilities are outdoor recreational amenities such as a skate park, climbing rock or a pump/bicycle track. Generally special facilities are provided at a rate of about 1 facility per 7,500 persons. Wilkeson, despite a 2044 population of less than $\frac{1}{10}$ th of the need, features a popular and award-winning Skate Park.

Trails

Trails include park trails, rails to trails, gravel or asphalt paths and all terrain bike trails. Park trail mileage demand is based on 2,000 in population, walking and hiking trails are determined by each unit of 5,000 population and all-terrain bike trails are based on 3,000 in population. The Town of Wilkeson has paved its portion of the Foothills Trail within the town limits. This portion of the trail is 12-foot-wide asphalt and is currently 0.34 miles.

School Sites

School Sites provide facilities that support intensive recreational activities that also serve to fulfill recreational needs for a community. They are similar in size and function to neighborhood parks and help to satisfy the demand for park and recreation facilities. The 6-acre Wilkeson Elementary School site fulfills this need with a gymnasium and youth play structures.

Open Space Sites

Open Space Sites are generally undeveloped areas that serve a variety of uses. These lands may include, but are not limited to, wetlands, wetland buffers, public access sites, and wildlife habitat areas. These sites rarely provide recreational improvements and facilities and are managed to conserve the resource on the site. Wilkeson is adjacent to the thousands of acres of the Carbon River Canyon Open Space.

Level of Service (LOS) Standards

The Town applies level of service (LOS) standards derived from the standards of the National Recreation and Park Association (NRPA), the Statewide Comprehensive Outdoor Recreation Plan (SCORP), and other communities with similar demographic profiles and physical attributes.

A universally accepted standard methodology is to use a per capita acreage LOS standard. A per capita acreage standard, expressed as the number of acres of a specific park category of a specific type per thousand population, is intended to determine whether the overall volume of park and recreation facilities is sufficient to satisfy recreational demands. The recommended per capita acreage requirements for the Town's various park classifications are shown below.

Recommended LOS Standard

Park Type	Level of Service (LOS) Standard
Regional Park	- 5-10 acres/1,000 population
Community Park	- 8 acres/1,000 population
Neighborhood Park	- 2 acres/1,000 population
Pocket Park	- 0.25 acre/1,000 population
School Site	- None specified
Open Space Site	- None specified
Sports Complex	
- Softball Fields	- 1 facility/2,000 population
- Baseball Fields	- 1 facility/2,000 population
- Basketball Courts	- 1 facility/3,500 population

Park Type	Level of Service (LOS) Standard
<ul style="list-style-type: none"> - Soccer Fields - Volleyball Courts - Tennis or Pickleball Courts 	<ul style="list-style-type: none"> - 1 facility/3,500 population - 1 facility/4,000 population - 1 facility/4,000 population
Special Facilities <ul style="list-style-type: none"> - Skate Park - Climbing Rock - Pump/Bicycle Track 	<ul style="list-style-type: none"> - 1 facility/7,500 population - 1 facility/7,500 population - 1 facility/7,500 population
Pathways <ul style="list-style-type: none"> - Park Trails - Walking/Hiking Trails - All Terrain Bike Trail 	<ul style="list-style-type: none"> - 1 mile/2,000 population - 1 mile/5,000 population - 0.5 mile/3,000 population

In addition to a population-based LOS, Town staff and the Planning Commission recommended that the complimentary levels of development adopted in the *2015 Park and Recreation Plan* be retained for Neighborhood and Community parks, except that the Level of Development for each category 1-3 should be the same for each type of park. While overall features and facilities may be different at the two types of facilities, the needs associated with use of the facilities remain the same. Parking, restrooms and picnic areas are basic amenities that should be provided at each Neighborhood or Community Park facility to support use. Therefore, the minimum level of development for Neighborhood and Community Parks should be Level 2. At Level 3 the facility is expected to be fully developed whether it's a Neighborhood Park or a Community Park. The adopted complimentary levels of development are as follows:

Neighborhood Parks and Community Parks – Level of Development

- **Level 1** provides rough grading, fencing, fire hazard mowing, and brush/trash removal; it is intended to reduce liability and unsightliness.
- **Level 2** provides fine grading, seeding, limited parking facilities, playground equipment, restroom, picnic facilities, back stop panel and signage; it is intended to offer a basic level of park improvements and usability.
- **Level 3** provides sports/tennis courts, asphalt trails, picnic shelters, landscaping, interpretive areas, and irrigation; it is intended to provide a full level of service for a range of intensive uses.

Assessment of Needs

The Level of Service standards are based on acres of individual park type for each 1,000 persons. The 2020 population of Wilkeson from the US Census was 499 persons. Based on the Pierce County Buildable Lands Report, Wilkeson is expected to grow by 187 persons by 2044 for a total population of 686 persons. This assessment will use a pro rata share of the population standard.

Regional Park

Wilkeson's future demand for a Regional Park style amenity will be 3.43-6.86 acres. Wilkeson does not have any regional parks. Wilkeson is about 13.5 miles away from Mount Rainier National Park. Mount Rainier National Park is 369 square miles, which is nearly two million acres. There are approximately 2,400 acres of national park for every Wilkeson resident, now and in 2044. Even if only the facilities available at the Carbon River Entrance are considered, there are still ample Recreational Park opportunities available to the residents of Wilkeson. The other Regional Park level of opportunities are the Mowich Entrance to Mount Rainier and the Evans Creek ORV Park. A future linear park along the Foothills Trail will also serve as a regional park opportunity once the portions outside of Wilkeson are completed towards South Prairie and Carbonado. Wilkeson's portion of the trail within its municipal limits is completed with 12-foot-wide asphalt and a trailhead.

Community Park

The 2044 demand for the Community Park type of amenity is 5.48 acres. Wilkeson has no Community Parks, but it does have the presently undeveloped Coke Ovens Park. This property is 9.42 acres. The parkland encompasses the historic coke ovens, bleachers, an announcer's booth, a fenced beer garden and the right of way for the Foothills Trail extension. The west end portion of the otherwise unmaintained lot is used for the Wilkeson Booster Club's annual Handcar Race event each July. The Coke Oven Park Conceptual Park Plan, funded by a Planning Assistance Grant from the National Parks Service was completed in 2013. Once this park renovation is completed, the Town of Wilkeson will have more than enough community park space.

Neighborhood Park

Wilkeson's Roosevelt Park is the only Neighborhood Park style amenity in Wilkeson. The pro rata LOS for 686 people in 2044 is 1.4 acres. Roosevelt Park is 1.5 acres and contains neighborhood park amenities with a picnic shelter and two play structures catering to two age groups. Wilkeson has ample neighborhood park space and amenities for its current and future population.

Pocket Parks

Wilkeson has several pocket parks, together totaling over 0.5 acres, well over the LOS of 0.17-acres for Wilkeson's projected 2024 population. These parks offer benches for reflection and relaxation, opportunities to learn about the town and regional history, and places to reflect.

Special Facilities and Amenities

Though Wilkeson's population will not require special facilities and amenities to satisfy LOS standards, several of these amenities are offered. The Town is home to a renowned skate park. It also offers community space and a historical museum at the historic Town Hall. The Fire Station is being retrofitted with food lockers, a rain garden, a community garden, and trail parking. These amenities are part of what make the community of Wilkeson so special.

Trails

The Foothills Trail passes through Wilkeson, entering from the northwest corner of the town, then splitting towards the southwest and southeast. This trail is part of a huge regional trail system. Wilkeson has paved 0.86 miles of the Foothills Trail within its town limits. The trails LOS for

Wilkeson requires only 0.34 miles of trails. Wilkeson has more than adequate trail coverage and the opportunity to be part of a world class trail network when adjacent areas are complete.

School Site

School Sites provide facilities that support intensive recreational activities that also serve to fulfill recreational needs for a community. They are similar in size and function to neighborhood parks and help to satisfy the demand for park and recreation facilities. As noted above, the Wilkeson Elementary School site fulfills a portion of the community's needs for a Community Park's amenities.

Open Space Sites

While there is no specified standard for Open Space, the Wilkeson area is replete with this amenity. Wilkeson is surrounded on all sides by forested lands owned by a mosaic of owner types including private forestry companies, large residential tracts with large lot zoning, Pierce County Parks and Recreation owned land in the Carbon River Canyon. The Town itself operates an active forestry program and is considering expanding its holdings by several hundred or thousands of forestry land, some of which will likely be developed into active use parkland to include hiking trails, nature areas, picnic amenities and historical sites.

Public Involvement

Public Involvement for the Wilkeson Parks, Recreation and Open Space Element took three forms:

- A public survey,
- Stakeholder interviews, and
- A public open house.

Public Survey

As part of the Comprehensive Plan Update, the Town sponsored a public survey. This survey included several park-related questions. Seventy-one residents responded to the survey, or roughly 14% of the town.

An overarching theme of the responses was that residents love being surrounded by large open spaces and nature. When asked what improvements or changes the residents would like to see in Wilkeson, the majority responded they would like to see more outdoor recreational opportunities. This was the second most frequent response with 32% calling it their highest priority. The highest priority is also related, in that 42% of respondents requested more community events and gatherings. Specific written suggestions were the provision of movies in the park, community get togethers, more park amenities in the existing parks for a broader range of kids, a trail system for hiking or mountain biking or horseback riding, increase and maintain open space, continue to honor the area's history, and the creation of tourist and economic development opportunities centered around the natural environment and history.

When asked to rank five things they'd like to see improved in Wilkeson, 13% of respondents requested more amenities for non-vehicular transportation. Twenty-one percent of respondents wanted to see more or improved parks. A full third of respondents (33.8%) requested community gatherings opportunities and amenities, which speaks to the close-knit nature of this small community. Improvements to the Foothills Trail and the provision of outdoor recreational

opportunities garnered support from 41% of respondents. Finally, preservation of natural environmental quality was a top priority for nearly half (46.48%) of respondents. The only item that gathered more support was the preservation of small-town character (90.14% of respondents).

When asked if they visit trails or parks in town, 81% of respondents stated they do. Seventy-one percent of respondents stated they would like to see more development of parks and/or the development of the Foothills Trail. When asked to rank how important parks, recreation, and trails are to Wilkeson’s quality of life, 70% of respondents ranked the importance of these amenities as either very valuable or extremely valuable. The remaining 29% of respondents ranked these amenities as somewhat valuable. Only one responded in the negative.

When asked if members of the household seldom or never use the parks or trails what was their reason for not doing so, 26% stated they did not visit parks because of disability or age. About 19% felt the parks didn’t have features they were interested in. Fourteen percent feel the parks or trails aren’t safe. Several respondents requested fencing around the parks, more opportunities for toddlers and asked for a baseball field.

Capital Facilities Plan

The Town has identified six parks, recreation and open space capital projects for the comprehensive plan horizon. These include:

Parks and Recreation Capital Improvements Schedule

No.	Project	Year	Estimated Project Cost (2023)
P-1	Roosevelt Park Fence	2024	\$10,000
P-2	Trail Arch	2025	\$25,000
P-3	Wilkeson Creek Access	2025	\$40,000
P-4	Downtown Core Park	2026	\$150,000
P-5	Roosevelt Park Playground Equipment	2027	\$25,000
P-6	Caboose Park Playground Equipment	2028	\$25,000
	Total		\$275,000

Recommended Financing

The Town of Wilkeson collects general fund revenues for capital improvements, which may be used as a source of funding for parks and recreation. The Town uses “pay-as-you-go” financing as its current revenue financing for specific capital projects. The Town expects funding for parks, recreation and open space projects to come from a mix of Washington State Recreation and Conservation Office grant funds, local funds and impact fees.

Goals and Policies

Goal 1: Parks, Recreation and Open Space

Wilkeson's park facilities, recreation programs, and open space should be maintained, increased, and improved to equitably serve the needs of all of Wilkeson's current and future residents.

Policies:

- 1.1 Wilkeson should coordinate with federal, state, county and non-governmental entities to advance development of the Foothills Trail regionally and in Wilkeson. The hard surface trail in Wilkeson should be gravel with a trailhead located at Pershing Avenue and SR 165.
- 1.2 Wilkeson should strive to create an additional acre of Neighborhood Park with active recreational amenities at the Neighborhood Park scale, possibly in coordination with a Foothills Trail Trailhead.
- 1.3 The Town has many landslide hazards and steep slope areas that currently provide habitat for wildlife. These areas should be preserved with both human safety and wildlife habitat and open space preservation in mind.
- 1.4 On large lot developments, the Town should attempt to preserve as much natural forest cover as possible through the imposition of Covenants, Conditions and Restrictions.
- 1.5 On large lots that are currently forested, the Town should cooperate with Pierce County Conservation District to obtain that land for open space conservation.
- 1.6 Other than the 12-foot-wide Foothills Trail and any associated amenities, the trail corridor should stay wild for open space and wildlife habitat.
- 1.7 Park planning and use of facilities should be coordinated with other Town projects and not-for-profit, private or public groups to assure maximum use of recreational facilities. Wilkeson should encourage a variety of uses in all existing public schools and facilities to efficiently help meet the recreational needs of the community. The Town should cooperate and coordinate with other jurisdictions in the planning and development of regional parks and recreational facilities.
- 1.8 Wilkeson should develop and implement a plan for park and recreation facility development, maintenance and beautification.
- 1.9 Neighborhood parks should be established, maintained and enhanced where needs exist for safe play areas. These parks should be sited and designed to meet the needs of the people in the immediate neighborhood. They should be oriented toward pedestrians and bicyclists and should not provide automobile parking except for vehicles of disabled persons. Bicycle parking and automobile unload areas should be provided.
- 1.10 All new multifamily development should incorporate open space. Recreational facilities should be included that are suitable for the types of households that will be occupying the completed dwelling units.
- 1.11 The Foothills Trail should be extended through Wilkeson to enhance recreational opportunities for pedestrians and bicyclists. Bicycle and pedestrian trails should connect the extended Foothills Trail with the Town's schools, parks, commercial and residential areas. View corridors should be preserved and enhanced by these trail connections and the corridors in which they are located.

- 1.12 Parks should include facilities that provide active and passive recreational opportunities for people of all ages.
- 1.13 To ensure adequate park and open space land is dedicated within Wilkeson, the Town should assure that park or open space land has been dedicated or impact fees collected to contribute to park land acquisition and facility development before granting development or redevelopment approvals for residential projects.
- 1.14 Park, recreation and open space level of service standards of 8 acres per 1000 population for community parks and 2 acres per 1000 population for neighborhood parks should be achieved and maintained. Portions of acreage classified as community park may be considered as meeting neighborhood park demand if developed with neighborhood park type facilities and improvements.

Chapter 6 – Utilities Element

Overview

Introduction

The Town of Wilkeson is situated near the northwestern foothills of Mount Rainier, midway between Tacoma and Mount Rainier National Park, approximately 60 miles southeast of Seattle. The location of Wilkeson is shown on Figure 1-1. The Town covers approximately 277 acres and had a US Census 2020 population of approximately 499 residents.

This Utilities Element has been developed in accordance with RCW 36.70A.070 of the Growth Management Act (GMA) to address utility services in the Town of Wilkeson and the surrounding Planning Area. The GMA requires all Comprehensive Plans to include a Utilities Element consisting of the general locations, proposed locations, and capacities of all existing and proposed utilities. The utilities element represents the community’s policy plan for growth over the next 20 years (2024-2044). The Utilities Element describes how the goals in the other plan elements will be implemented through utility policies and regulations and is an important element in implementing the comprehensive plan.

The Town operates water, wastewater and stormwater treatment systems. This Element describes the utilities owned and operated by the Town. Privately owned or County-owned utilities include natural gas, electrical, telecommunications and solid waste. Natural gas and electricity are operated by Puget Sound Energy. The County manages solid waste disposal.

Utilities Planning Requirements

Requirements of Growth Management Act

The Washington State Growth Management Act identifies public facilities and services planning and, specifically, ensuring that public services and facilities necessary to support development are adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards (RCW 36.70A.020(12)). In addition, it identifies a utilities element as a mandatory element of a county or city comprehensive plan (RCW 36.70A.070(4)). The utilities element must include: a) the general location, proposed location, and capacity of all existing and proposed utilities including, but not limited to, electrical, telecommunications, and natural gas systems, (b) identification of all public entities that own utility systems and endeavor in good faith to work with other public entities, such as special purpose districts, to gather and include within its utilities element the information required above. (RCW 36.70A.070(4)(a)-(b)). The Growth Management Act expressly requires a Countywide Planning Policy on promotion of contiguous and orderly development and provision of urban services to such development [RCW 36.70A.210(3)(b)].

The GMA also contains requirements pertaining to the important concept of concurrency. Concurrency means that jurisdictions must be able to demonstrate that all public facilities, including roads, can be made available for all new development at the time such development is constructed. This is a sometimes overlooked, but very critical part of the GMA. Plans for making those utilities available when the development is built must include a financing plan. Thus, while the capital facilities, land use, and transportation elements of this Comprehensive Plan describe

other issues relevant to meeting the concurrency requirements of the GMA, this utilities element represents an important part of the plans needed to meet the concurrency of GMA.

The utilities element also has been developed in accordance with county wide planning policies and has been integrated with all other planning elements to ensure consistency throughout the comprehensive plan. The utilities element considers the general location, proposed location, and capacity of existing and proposed utilities, including water, sewer, surface water drainage, natural gas, electricity, and communications.

Revised Codes of Washington and the Utilities and Transportation Commission

Utilities and transportation are regulated in Washington by the Washington Utilities and Transportation Commission (WUTC). The WUTC, composed of three members appointed by the Governor, is empowered to regulate utilities (including, but not limited to, electrical, gas, irrigation, telecommunications, and water companies). State law (WAC 480-120) regulates the rates and charges, services, facilities, and practices of utilities.

The WUTC requires gas providers to demonstrate that existing ratepayers will not subsidize new customers. Thus, historically gas main extensions have not been planned in advance but have been initiated only when there is sufficient customer demand.

Federal Energy Regulatory Commission

The Federal Energy Regulatory Commission (FERC) is an independent five-member commission within the U.S. Department of Energy. FERC establishes rates and charges for the interstate transportation and sale of natural gas, for the transmission and sale of electricity, and the licensing of hydroelectric power projects. In addition, the Commission establishes rates or charges for the interstate transportation of oil by pipeline.

Natural Gas Policy Act of 1978

The central theme of the National Gas Policy Act (NGPA) is encouragement of competition among fuels and supplies across the country. As a result, natural gas essentially has been decontrolled. The NGPA also contained incentives for developing new natural gas resources and a tiered pricing structure aimed at encouraging the development of nation-wide transmission pipelines.

Northwest Power Planning Council

The Northwest Power Planning Council (NWPPC) focuses on the generation of electricity; however, its policies have implications for gas, too. The NWPPC has directed the region to develop cogeneration as an energy resource and hydro firming as a power back-up system.

Cogeneration is the use of heat, as a byproduct of power generation, for industrial processes or for space and water heating. Natural gas is often used as a fuel source for cogeneration.

Hydro firming is the backup of the region's intermittent excess spring hydro generation with gas-fired combustion turbines to provide back-up if hydroelectric power generation is below normal levels.

These two policies could have a major impact on natural gas consumption in the northwest. However, natural gas for heating purposes is up to 50 percent more efficient than generating electricity with gas, for the same heating function. The most efficient use of natural gas, interior heating and water heating, can contribute to a balanced regional energy policy.

1991 Clean Air Amendments

The passage of the Washington State Clean Air Act in 1991 indicates the state’s intent to promote the diversification of fuel sources for motor vehicles. This is in response to a need to both reduce atmospheric emissions and reduce the nation’s reliance on gasoline for strategic reasons. It also studies the potential and encourages the development of natural gas vehicle refueling stations.

Related Planning Documents

Pierce County Coordinated Water System Plan & Regional Supplement, 2021 Update

The Public Water System Coordination Act of 1977 created Critical Water Supply Service Area (CWSSA) in Washington State because "an adequate supply of potable water for domestic, commercial, and industrial use is vital to the health and well-being of the people of the state," RCW 70.116.010. All of Pierce County was declared a CWSSA in 1983, requiring the County to develop a Coordinated Water System Plan (CWSP). The first Pierce County Coordinated Water System Plan (CWSP) was established in 1988. The County’s CWSP:

- Provides maximum integration and coordination of public water system facilities,
- Helps coordinate delivery of water of Group A water systems,
- Sets framework and process of water system review plans,
- Is the coordinating document that provides policy recommendations,
- Sets minimum standards for fire flow, and
- Identifies future demand and if there are sufficient water rights to meet demand.

The CWSP was updated in 2001. Since the 2001 limited update, many changes have occurred relating to water resource, water supply, and land use planning. On May 22, 2018, the Pierce County Council enacted Resolution No. R2018-39s2, which updated Water Utility Coordinating Committee (WUCC) membership and authorized the WUCC to review and update the County’s CWSP. The 2020 CWSP update was in response to the County’s Comprehensive Plan (most recently updated in 2015) and new regulations implemented since adoption of the 2001 CSWP. The updated plan was adopted by Pierce County Council on July 13, 2021.

2015 Comprehensive Plan Update

Town of Wilkeson Comprehensive Plan, SCJ Alliance, 2015

The Town of Wilkeson Comprehensive Plan, (SCJ Alliance, Inc.), was updated in 2015 pursuant to the GMA. This document was developed to comply with the Growth Management Act (GMA) and was consistent with the planning policies of Pierce County. The prior Comprehensive Plan update provided:

- Policies and recommendations to direct public and private decisions affecting future growth and development;
- A framework of goals and policies adaptable to the changing attitudes and resources of the region;
- A long-range vision, based on community values and goals, of how citizens want Wilkeson to look and function in the future as well as guidance for achieving that vision; and

- Guidelines for making decisions on growth, land use, transportation, public facilities, and services, parks, and open space.

Wastewater System Planning

General Sewer Wastewater Facility Plan, August 2021, Gray & Osborne, Inc.

This Plan describes the Town's existing collection and treatment systems and provides an evaluation of the systems and recommends improvements. This plan identified numerous deficiencies in the collection system, most notably that the collection system was losing water to exfiltration. Based on the recommendations made in this plan the entire collection system was replaced.

Water System Planning

Town of Wilkeson Water System Plan, March 2024, Gray and Osborne, Inc.

This plan discusses the existing water system facilities, water usage and design criteria, conservation programs, system expansion, and water system improvements. The plan recommends replacement of the water treatment facility that was installed in 1982 with a new treatment facility capable of meeting the requirements of the surface water treatment requirements.

Water System Planning – Town of Wilkeson

Introduction

In accordance with Washington Administrative Code (WAC) 246-290-100 and the Washington State Department of Health (DOH), water system plans are required to be updated and submitted to DOH every 10 years, or more frequently, if necessary, to reflect the current conditions of the water system. The Wilkeson Water System Plan is attached as Appendix A.

The Town of Wilkeson currently maintains approximately 340 water service connections, which consist of both non-residential and residential hookups. The existing Town water usage charge is based on account type and consists of a monthly base fee for account connection and a usage fee based on per two hundred cubic feet of water consumed. The 2019 water usage records indicate that a total volume of just under 17 million gallons was consumed by the Town's service population. This total included both non-residential and residential usage, the residential usage accounts for approximately 90 percent of the total. The estimated average per capita demand for the six-year period, 2014 through 2019, is 55 gallons per capita per day (gpcd). This average consumption figure established does not include adjustments for commercial and/or public facility usage. This exclusion inflates the average per capita consumption figures.

The Urban Growth Area (UGA) boundary was selected in order to ensure that urban services, including utilities, can be provided to the residents of each development at an acceptable level of service. This includes the provision of utility and other capital facilities. The UGA is depicted in Figures 10-1 and 10-3 of the Land Use Element (Town of Wilkeson Comprehensive Plan 2015-2035)

All development requiring urban services will be located in the UGA and will have these services extended in a timely feasible manner. For that portion of the UGA which is currently located outside Town boundaries, annexation would need to occur prior to extension of most Town

services, with the exception of areas where existing service agreements may apply, or where services may be extended for public health and safety reasons.

Source and Supply

Level of Service

Level of service for water system planning in Wilkeson is based on the following axioms:

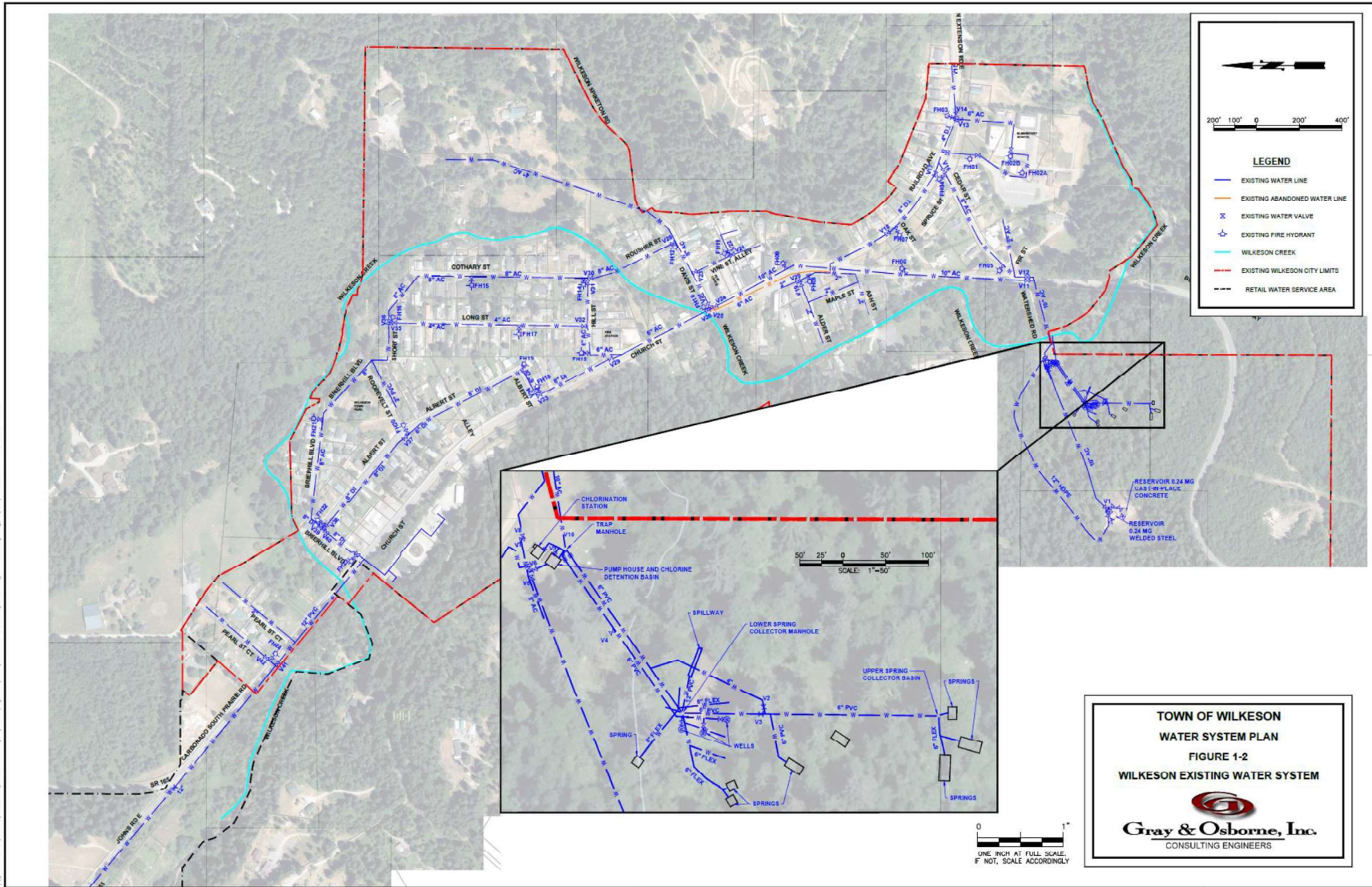
1. The water system quality shall be in compliance with Washington Administrative Code (246-290) requirements for water quality.
2. The source capacity shall equal or exceed the design maximum demand rate plus that rate necessary to replace fire suppression storage within 72 hours.
3. Fire flow service shall be provided to insurance services office (ISO) standards for Class 6 fire protection facilities.

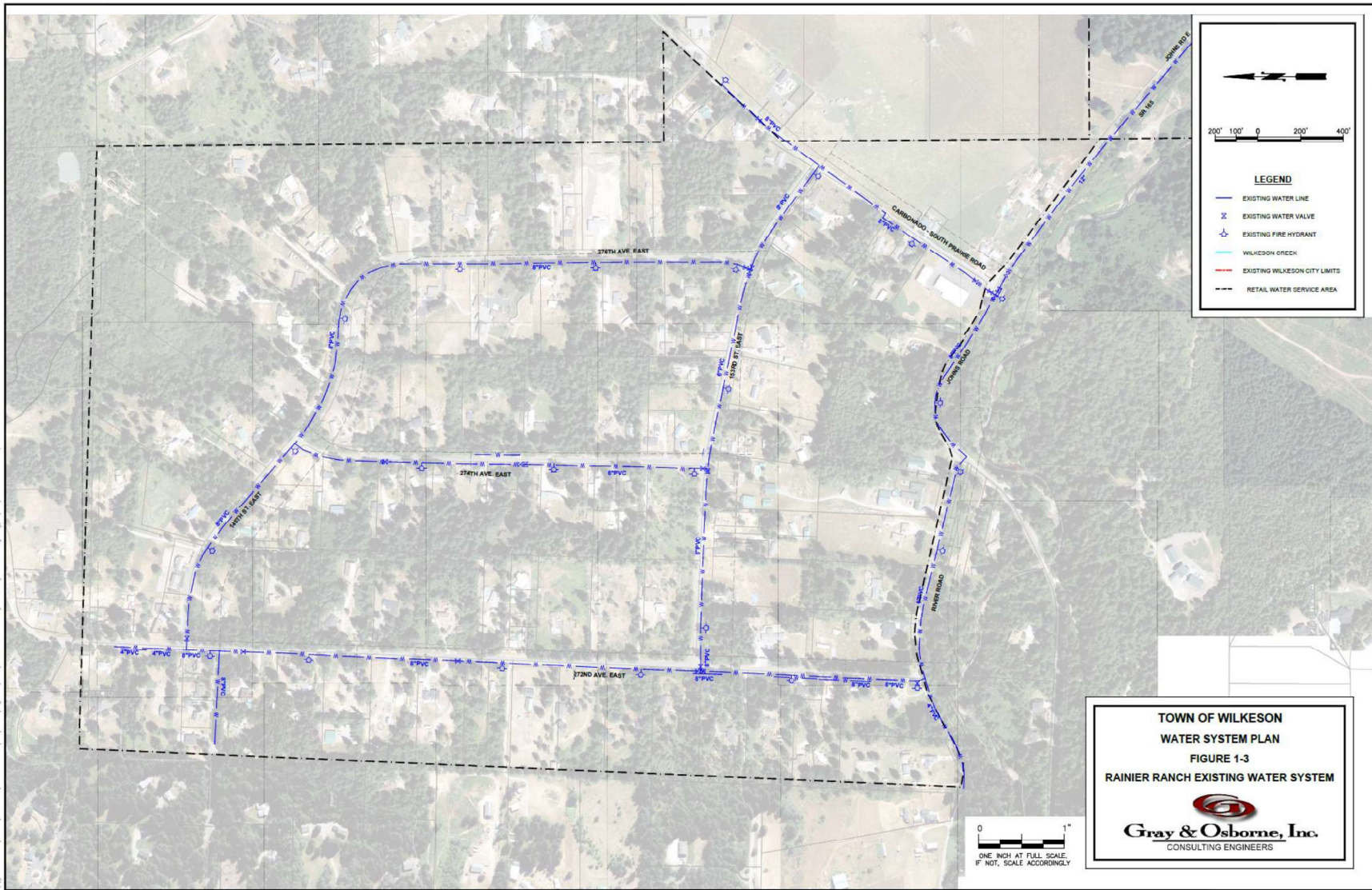
Inventory of System






The water utility currently receives all of its source and supply from underground aquifers, commonly referred to as groundwater, consisting of a series of springs located to the southwest of the existing Town limits. The sources are located in close proximity and therefore, the assumption is that the wells draw water from the same aquifer. Pierce County identified aquifer recharge areas around the Town of Wilkeson. The Town of Wilkeson owns and operates the water system, which serves the Town and nearby Rainier Ranch Estates. System facilities consist of an underground spring gallery, one well field (three well points) serving as a backup source, one 240,000-gallon steel reservoir, one 230,000-gallon concrete reservoir, a transfer pump station, and over seven miles of distribution pipe. The water system is comprised of one pressure zone.

These physical assets are used to currently serve 321 residential connections (195 in Wilkeson, 126 in Rainier Ranch) and 19 non-residential connections (school, fire station, post office, other government properties, and several commercial businesses). The DOH water system identification number for the Town of Wilkeson water system is 969504. A copy of the Water Facilities Inventory (WFI) is included in Appendix A of the Town of Wilkeson Water System Plan Update, March 2023.

The Town of Wilkeson has water rights issued by the Washington Department of Ecology (WDOE), Water Rights Document ID 2196977 as recorded under document number S2-026672CL, for a total instantaneous right of 0.56 cfs (250 gpm) for municipal consumption purposes. The total annual water right for the Town is 225 acre-feet for consumption. Source production capacity is based upon the limiting factor between water right limits and physical water production limits, such as pumping and treatment capacities. The instantaneous production capacity for the Town of Wilkeson is 145 gpm for the Upper Springs (S01) and 45 gpm for Well Field (S02).






 200' 100' 0 200' 400'
LEGEND
 — EXISTING WATER LINE
 X EXISTING WATER VALVE
 EXISTING FIRE HYDRANT
 WILKESON CREEK
 EXISTING WILKESON CITY LIMITS
 RETAIL WATER SERVICE AREA

TOWN OF WILKESON
WATER SYSTEM PLAN
FIGURE 1-3
RAINIER RANCH EXISTING WATER SYSTEM

Gray & Osborne, Inc.
 CONSULTING ENGINEERS

0 1"
 ONE INCH AT FULL SCALE.
 IF NOT, SCALE ACCORDINGLY

Wilkeson's water system is a publicly owned utility that is managed by an elected Mayor and Town Council. The Town of Wilkeson manages its water system in accordance with established water system policies and criteria that govern various facets of utility operations. The policies are established by the Town to provide the framework for the design, operation and on-going well-being of the Town's water system. The Rainier Ranch Water System is a wholesale non-residential water customer who purchases all of its water from the Town of Wilkeson. The current water system boundaries on the Pierce County GIS system do not properly delineate the water services of the Wilkeson water system and Rainier Ranch. Therefore, an agreement was obtained to ensure that there were no conflicts in service area between the water purveyors.

All water for the Town is supplied by an underground spring gallery (S01) as a primary source. A nearby wellfield (S02) would serve as a standby source but is inactive and not currently authorized under the existing water right. The following groundwater sources provide approximately 100 percent of the Town's water demands. Inventories of these sources are provided below.

Upper Springs (S01)

Upper Springs (S01) gallery of three springs is located to the southwest of the Town limits. The springs have been encased and directed to an enclosed, underground collection facility. The capacity of this well is 145 gpm. The water from this well is the primary active source and is chlorinated at the Chlorination Station.

Lower Springs Well Field (S02)

Well field (S02) with three well points is located to the west end of Watershed Road. This well was drilled to a depth of approximately 35-40 feet. The capacity of this well is 45 gpm. The water from this well is an inactive emergency/backup supply and is chlorinated at the Chlorination Station.

Well System Operations

Water produced from Wells No. S01 and S02 are pumped from this collection facility through a chlorination facility, located in a building adjacent to the pump station, to two enclosed standpipe reservoirs located near the Town's original upper reservoir, and pumped into the water distribution system.

The Town of Wilkeson has no interties and has been self-sufficient in supplying the water demands of its customers. The distance between the Town and an adjacent water purveyor with adequate capacity to provide an alternative source of water is more than two miles away. Therefore, it is not cost effective to construct a water intertie at this time.

The locations of these sources are indicated in Figure 1-2 of the Town of Wilkeson Water System Plan Update, March 2023.

Forecast of Future Needs

The Town has not seen substantial growth due to its geographic proximity to major urban centers and limited amount of buildable land within the UGA. The average day demand is 135 gpd/ERU and the maximum day demand is 350 gpd/ERU. With promotion of water conservation, the water usage represented by an ERU may decrease. Also, with the extension of new water mains and replacement of old water mains the DSL rate may also decrease. For projection of water system demands, it is more conservative to assume that water usage per ERU will not decrease. Source

capacity is the limiting factor, with 497 ERUs. This is enough capacity for projected growth through 2040 and possibly unexpected development. It should be noted that it was calculated with a conservative 20 hours of pumping per day, as recommended by DOH. With adequate facilities, the Town may be able to pump for 24 hours during maximum day demand.

The following project descriptions are provided as a brief outline to source water improvements, which will be suggested to support the anticipated future development and maintain adequate water service to existing development within the urban growth area boundary.

- **S-1 Pump House Electrical and Building Improvements.** Pump house: replace and rewire electrical panel, replace roof and door.
- **S-2 Pump House Backup Generator.** Install new backup source of power which includes an enclosed diesel generator, electrical work, and transfer switch.
- **S-3 System Telemetry.** Install new telemetry system and electrical work.
- **S-4 Chlorine Feed Pump and Building Improvements.** Chlorine shed: install new chlorine feed pump and check valve, replace door and wall-mounted heater.
- **S-5 Backup Source Treatment System.** Install new treatment system for current backup source (Wellfield).

Treatment

Level of Service

The treatment of potable water shall be provided to comply with the standards as set by the Federal Safe Drinking Water Act (SDWA) and the Surface Water Treatment Rule (SWTR).

Inventory of System

The Town of Wilkeson uses chlorine to provide disinfection to all source water. The system uses 12.5 percent sodium hypochlorite solution, provided during transfer from the Upper Springs/Wellfield to the distribution system. Wilkeson does not fluoridate any of the water it supplies.

Forecast of Future Needs

Future treatment needs include the following improvements:

- The current backup source (Wellfield) needs a treatment system to eliminate high levels of iron and manganese that exceed MCLs. Projects under the Source and Supply section will address treatment.

Storage

Level of Service

Storage capacities shall be per the Washington State Department of Health's sizing guidelines and requirements as stated within the Ten State Standards.

Inventory of System

Storage resources for the Town consist of 470,000 gallons of reservoir capacity from two reservoirs (Reservoir 1: 240,000 steel and Reservoir 2: 230,000 concrete) located approximately

150 feet higher in elevation than the Pump House and Chlorination Station, which are located approximately 800 feet to the east. The Upper Springs and Well field have vertical turbine booster pumps that draw raw water from underground and pump to the two reservoirs which supplies water to the Town via gravity.

Proposed Location and Future Needs

Based on projected growth rates and required storage volumes, the Town has adequate storage capacity to meet projected demands beyond the 20-year planning period. Current storage facilities are in need of ongoing maintenance and the Town would like to build additional storage on the north side of Town. Future storage needs include:

- The approximate reservoir size is 200,000 gallons to provide redundancy for the existing 470,000 gallons of reservoir capacity.

The following project descriptions are provided as a brief outline to storage improvements, which will be required to support the anticipated future development and maintain adequate water service to existing development within the UGA boundary.

- **ST-1. Reservoir 1 Interior/Exterior Sandblast and Recoat.**
- **ST-2. North Side Reservoir and Booster Pump Station.** Install new 200,000-gallon reservoir and booster station for redundancy.
- **ST-3. Reservoir 1 Vent Replacement.**

Transmission and Distribution System

Level of Service

This supply of water to various areas within the urban growth boundary shall be completed to comply with the Department of Health, Ten State Standards, and County Fire Marshall Standards.

Inventory of System

The existing Town of Wilkeson water system, including the Rainier Ranch water system, are shown in Figure 1-2 and Figure 1-3 of the Town of Wilkeson Water System Plan Update, March 2023, respectively. The system includes both transmission and distribution components. The transmission mains convey water between the standpipe reservoirs and downtown Wilkeson. The Town's distribution system consists of over 3 miles of pipes ranging in size from 2 to 12 inches in diameter. The various pipe materials include asbestos concrete pipe, ductile iron pipe, polyvinyl chloride pipe, steel pipe, and HDPE pipe.

Approximately 60 percent of the pipe is asbestos concrete (AC), which is typically prioritized when considering pipe replacement. The age of the existing system varies but a sizable portion of the network was installed over 50 years ago.

Table 6-1 Transmission and Distribution System Inventory

Pipe Diameter and Type	Length (lineal feet)
2-inch PVC	210
2-inch GAL	2,070
4-inch PVC	160
4-inch DIP	530
4-inch AC	2,090
6-inch PVC	1,820
6-inch AC	3,790
8-inch DIP	2,060
8-inch AC	3,710
10-inch AC	1,450
12-inch HDPE	1,270
12-inch PVC	3,050
Total	22,210
Rainier Ranch	
Pipe Diameter and Type	Length (lineal feet)
4-inch PVC	540
6-inch PVC	4,840
8-inch PVC	11,310
Total	16,690
SYSTEM TOTAL	38,900

Proposed Locations and Future Needs

To determine the future impacts that increasing development may impose upon the Town’s existing system a hydraulic model analysis was performed. The Town’s water system was analyzed using Innovyze’s InfoWater hydraulic modeling software, which operates in a geographic information systems (GIS) environment. The InfoWater model was created using the Town’s water system basemap. Reservoir elevations and groundwater source capacities were determined from existing planning documents and Town records. The InfoWater model is configured with a graphical user interface. Each water system element (sources, pipes, control valves, and reservoir) is assigned a unique graphical representation within the model. Each element is assigned a number of attributes specific to its function in the actual water system. Typical element attributes include spatial coordinates, elevation, water demand, pipe lengths and diameters, pipe friction coefficients and critical water levels for reservoirs. With attributes of each system element as the model input, the InfoWater software produces the model output in the form of flows and pressures throughout the simulated water system. The following seven system demand scenarios were used to hydraulically model the Town of Wilkeson Water System:

- **2020 Average Daily Demands:** These demands were used while calibrating the model.
- **2020 Peak Hour Demands:** These demands were used to verify the system is able to meet the DOH standards to supply domestic water at a minimum system wide pressure of 30 psi.

- **2020 Maximum Day Demands plus Fire Flow:** These demands were used to evaluate the system's ability to currently meet the maximum day demands plus required fire flows at DOH's requirement of 20 psi.
- **2030 Peak Hour Demands:** These demands were used to verify the system is able to meet the DOH standards to supply domestic water at a minimum system wide pressure of 30 psi within the 10-year planning period.
- **2030 Maximum Day Demands plus Fire Flow:** These demands were used to evaluate the system's ability to meet the maximum day demands plus required fire flows at DOH's requirement of 20 psi within the 10-year planning period.
- **2040 Peak Hour Demands:** These demands were used to verify the system is able to meet the DOH standards to supply domestic water at a minimum system wide pressure of 30 psi within the 20-year planning period.
- **2040 Maximum Day Demands plus Fire Flow:** These demands were used to evaluate the system's ability to meet the maximum day demands plus required fire flows at DOH's requirement of 20 psi within the 20-year planning period.

The following project descriptions are provided as a brief outline to improvements, which will be required to support the anticipated future development and maintain adequate water service to existing development within the UGA boundary (see Figures 10-1 and 10-3 of the Land Use Element, Town of Wilkeson Comprehensive Plan 2015-2035). The improvements which have been noted represent additions to the existing main line conveyance systems and are presented to allow for the delivery of water to the estimated development areas, for both potable and fire flow usage. Additional improvements will undoubtedly be required within various communities as the location of growth and the type of development would dictate. The following projects are listed in order of priority.

Distribution

- D-1. **Rouser Street Main Replacement.** Davis Street to Wilkeson Creek. Replace 250 LF of 8-inch AC water main with new 8-inch water main.
- D-2. **Church Street/SR 165 Main Replacement (Downtown to Railroad Avenue).** Railroad Avenue to Hill Street. Replace 1,130 LF of 6-inch and 10-inch AC water mains with 10- or 12-inch water main.
- D-3. **Brierhill Boulevard Main Replacement.** Long Street to Albert Street. Replace 1,100 LF of 8-inch AC water main with new 8-inch water main.
- D-4. **Hill Street Main Replacement.** Church Street to Cothary Street. Replace 600 LF of 6-inch AC water main with new 8-inch water main.
- D-5. **Cothary Street Main Replacement.** Hill Street to Short Street. Replace 830 LF of 8-inch AC water main with new 8-inch water main.
- D-6. **Long Street Main Replacement.** Hill Street to Short Street. Replace 920 LF of 4-inch AC water main with new 8-inch water main.
- D-7. **Southeast Albert Street Main Replacement.** Church Street to fire hydrant FH19 on Albert Street. Replace 160 LF of 6-inch DI water main with new 8-inch water main.

- D-8. **Cedar Street Main Replacement.** Watershed Road to Railroad Avenue. Replace 750 LF of 6-inch AC water main with new 8-inch water main.
 - D-9. **Davis Street Main Replacement.** Church Street to Wilkeson Spiketon Road at Town limits. Replace 570 LF of 8-inch AC water main with new 8-inch water main.
 - D-10. **Roosevelt Street Main Replacement.** Albert Street to Brierhill Boulevard. Replace a 2-inch PVC water main which runs over half of the length of the street with 330 LF of new 8-inch water main that runs the full length of the street.
 - D-11. **Railroad Avenue Main Replacement.** Wilkeson Elementary School to Cedar Street. Replace 175 LF of 4-inch DI water main with new 8-inch water main.
 - D-12. **Rainier Ranch Main Replacement.** 153rd Street East to 145th Street East. Replace 2,000 LF of 6-inch PVC water main on 274th Avenue East with new 8-inch water main.
 - DF-1. **Fire Hydrant Replacement and Storz Fittings.** Upgrade or retrofit approximately 20 fire hydrants with Storz fittings and add 2 new fire hydrants.
 - DM-1. **Meter Replacement Program.** Test, repair, or replace older or defective water service meters within the system. This is an ongoing program. Replace 340 water service meters with new water service meters.
- DF/DM. **Water Loss Control Action Plan (WLCAP).** Accounting measures per year to implement the water WLCAP consisting of projects DF-1 and DM-1.

Capital Improvement Plan

Source and Supply Project (S)

Table 6-2 presents a capital improvement plan for source and supply projects. The table lists the year of completion and the probable source of funds for each project. The projects are described in more detail in the previous sections. Data for the source and supply projects were taken from the Town of Wilkeson Water System Plan Update, March 2023.

Table 6-2 Source and Supply Water Projects

Project Number	Year of Completion	Funding Source	Estimated Project Cost (2023)
S-1	2023	Rates, reserves, loan	\$92,800
S-2	2023	Rates, reserves, loan	\$37,900
S-3	2023	Rates, reserves, loan	\$37,200
S-4	2023	Rates, reserves	\$6,400
S-5	2024	Rates, reserves	\$230,000

Water Treatment Projects

Table 6-2 presents a capital improvement plan for water treatment projects. The table lists the year of completion and the probable source of funds for each project. The projects are described in more detail in the previous sections. Data for the water treatment improvements were taken from the Town of Wilkeson Water System Comprehensive Plan, March 2023. Projects under the Source and Supply section will address treatment.

Water Storage Projects (ST)

Table 6-3 presents a capital improvement plan for the water storage projects. The table lists the year of completion and the probable source of funds for each project. The projects are described in more detail in the previous sections. Data for the water storage projects were taken from the Town of Wilkeson Water System Plan Update, March 2023.

Table 6-3 Storage Projects

Project Number	Year of Completion	Funding Source	Estimated Project Cost (2023)
ST-1	2024	Rates, reserves, loan	\$392,400 or \$206,400
ST-2	TBD	Rates, reserves, loan	\$786,000

Distribution Main Projects (D)

Table 6-4 presents a capital improvement plan for distribution main projects. The table lists the year of completion and the probable source of funds for each project. The projects are described in more detail in the previous sections. Data for the distribution main projects were taken from the Town of Wilkeson Water System Plan Update, March 2023.

Table 6-4 Distribution Main Projects

Project Number	Year of Completion	Funding Source	Estimated Project Cost (2023)
D-1	2023	Rates, reserves, loan	\$106,000
D-2	2025	Rates, reserves, loan	\$407,000
D-3	2025	Rates, reserves, loan	\$303,000
D-4	2026	Rates, reserves, loan	\$206,000
D-5	2028	Rates, reserves, loan	\$279,000
D-6	TBD	Rates, reserves, loan	\$334,000
D-7	TBD	Rates, reserves, loan	\$102,000
D-8	TBD	Rates, reserves, loan	\$242,000
D-9	TBD	Rates, reserves, loan	\$168,000
D-10	TBD	Rates, reserves, loan	\$110,000
D-11	TBD	Rates, reserves, loan	\$102,000
D-12	TBD	Rates, reserves, loan	\$483,000
DF-1	2026	Rates, reserves	\$25,000
DM-1	Yearly	Rates, reserves	\$5,100 per year
DF-DM	Yearly	Rates, reserves	\$4,000 per year

Other Projects (O)

Table 6-5 presents a capital improvement plan for the other water projects. The table lists the year of completion and the probable source of funds for each project. The projects are described in more detail in the previous sections. Data for the water storage projects were taken from the Town of Wilkeson Water System Comprehensive Plan, March 2023.

Table 6-5 Other Projects

Project Number	Year of Completion	Funding Source	Estimated Project Cost (2023)
O-1	2031	Rates, reserves	\$35,000

Recommended Financing Plan

The revenue to operate and maintain the Town of Wilkeson’s water system is collected through a monthly water rate. Water rate structure includes both a base charge, which applies to all customers regardless of meter size, and a consumption charge for water use per 100 cubic feet in a 1-month period. Customers are classified into Resident (in-town and out-of-town) and Business (in-town and out-of-town), Government, or School. Table 6-6 on the following page summarizes Wilkeson’s existing rate structure by account type.

In addition to the meter base charges for 100 cubic feet per month, customers are charged new account and connection fees. The new connection fee for the Town water system is \$4,500 for each in-town connection and \$5,000.00 for each out-of-town connection. Table 6-7 summarizes Wilkeson’s new account/connection fees.

Table 6-6 Monthly Water System Rates- Base Charge for 100 cubic feet

Account Type	Monthly Base Fee	Per Hundred Cubic Foot Usage	Municipal and Water Excise Tax
Resident (in-town)	\$30.69	\$2.69	8.05029%
Resident (out-of-town)	\$30.69	\$2.92	8.05029%
Business (in-town)	\$31.90	\$3.03	8.05029%
Business (out-of-town)	\$31.90	\$3.03	8.05029%
Rainier Ranch	\$30.98	\$3.51	8.05029%
Government	\$30.69	\$2.69	8.05029%
School	\$30.69	\$2.69	8.05029%
Hydrant Meter	\$32.86	\$3.61	8.05029%

Table 6-7 New Account/Connection Fees

Fees	Rate
Water Availability Fee	\$75.00
New Account Deposit (Rentals)	\$250.00
New Account Admin Fee	\$5.00
Reconnection Fee	\$75.00
New Connection Fee (in-town)	\$4,500.00
New Connection Fee (out-of-town)	\$5,000.00

The Town of Wilkeson Water Reserve Fund, Fund No. 405 as established by WMC 13.05.050, is funded from revenues consisting of a portion of the water service charges and all connections fees. The Water Reserve Fund shall be used for the purpose of designing and construction improvements to the water system.

There are four principal ways that the improvements outlined in this water section can be financed aside from setting aside a portion of the monthly service charge. Rates and charges must be maintained at an adequate level to ensure a sufficiency of funds to properly maintain and operate the system and provide funds for construction of the projects identified through a combination of cash contributions and debt financing.

Developer Financing

Developers of presently unimproved property will finance many of the new facilities constructed in the Town. All of the improvements required for service to property with new plats or commercial developments will be designed and constructed in accordance with the Town's developer project policies. In some cases, latecomer's agreements may be executed for any water main serving property other than the property owned by the developer that is financing the project.

Combination Financing by the Town and Developers

It may be necessary in some cases to require the owner to construct a larger diameter water line than is required by the current development in order to support the comprehensive development of the Town's water system. The Town may enter into a latecomer's agreement or reimburse the developer for the extra cost of increasing the size of the line over that required to serve the property under development. Oversizing should be considered when it is necessary to construct any pipe over a certain diameter in a single-family residential area to comply with the water comprehensive plan.

Revenue Bond / General Obligation Bond

Water treatment plant improvements, water storage facilities, and other major capital improvement projects that are a general benefit to a major portion of the Town may be financed by revenue bonds or general obligation bonds. Improvements that will benefit primarily a single developer should be financed by the developer of the property. The Town may use whatever funds are available for the payment of the debt service on the revenue bonds. A major source of these funds is from the water rate revenues from the Town customers. However, all funds, such as general facility fees, connection charges or latecomer charges, may be used for debt service. Water system improvements that will service many different property owners in areas that are already developed may be financed through the establishment of a local improvement district (LID). The financing is accomplished through the sale of revenue bonds or general obligation bonds. These bonds are retired with income from the assessments and/or other funds of the Town.

Grant Funds / Loans

State and federal authorities provide funds under various grant programs for the construction of major improvements to or rehabilitation of water systems. Programs available include Drinking Water State Revolving Fund Loan (DWSRF), United States Department of Agriculture Rural Development (USDA RD), and Public Works Trust Fund Loan Program (PWTF).

Wastewater Collection and Treatment – Town of Wilkeson

The Town of Wilkeson owns, operates, and maintains a sanitary collection system within Town limits. The Town system consists of pressure and conventional gravity collection system, two lift stations, a wastewater treatment plant, and an outfall to Wilkeson Creek. The plant is located on the west side of SR 165 and currently serves an estimated 495 people. The plant operates under

NPDES WA-002328-1, which became effective July 1, 2010 and expired July 31, 2015. However, the Washington State Department of Ecology has been overwhelmed with re-issuing/updating permits and has administratively extended the permit with instruction for the Town to continue monitor the influent and effluent and comply with the limitations specified in the expired permit until it is updated. Under this permit, treated and disinfected effluent is discharged from the facility to an outfall located at the bank of Wilkeson Creek. The nearest known treatment facilities to Wilkeson are the Carbonado Wastewater Treatment Plant (WWTP) located about 3 miles to the south and the City of Buckley WWTP located about 5 miles to the north.

This section of the report first addresses the conditions and needs of the sanitary collection system and then those for the wastewater treatment facility.

Collection System

Level of Service

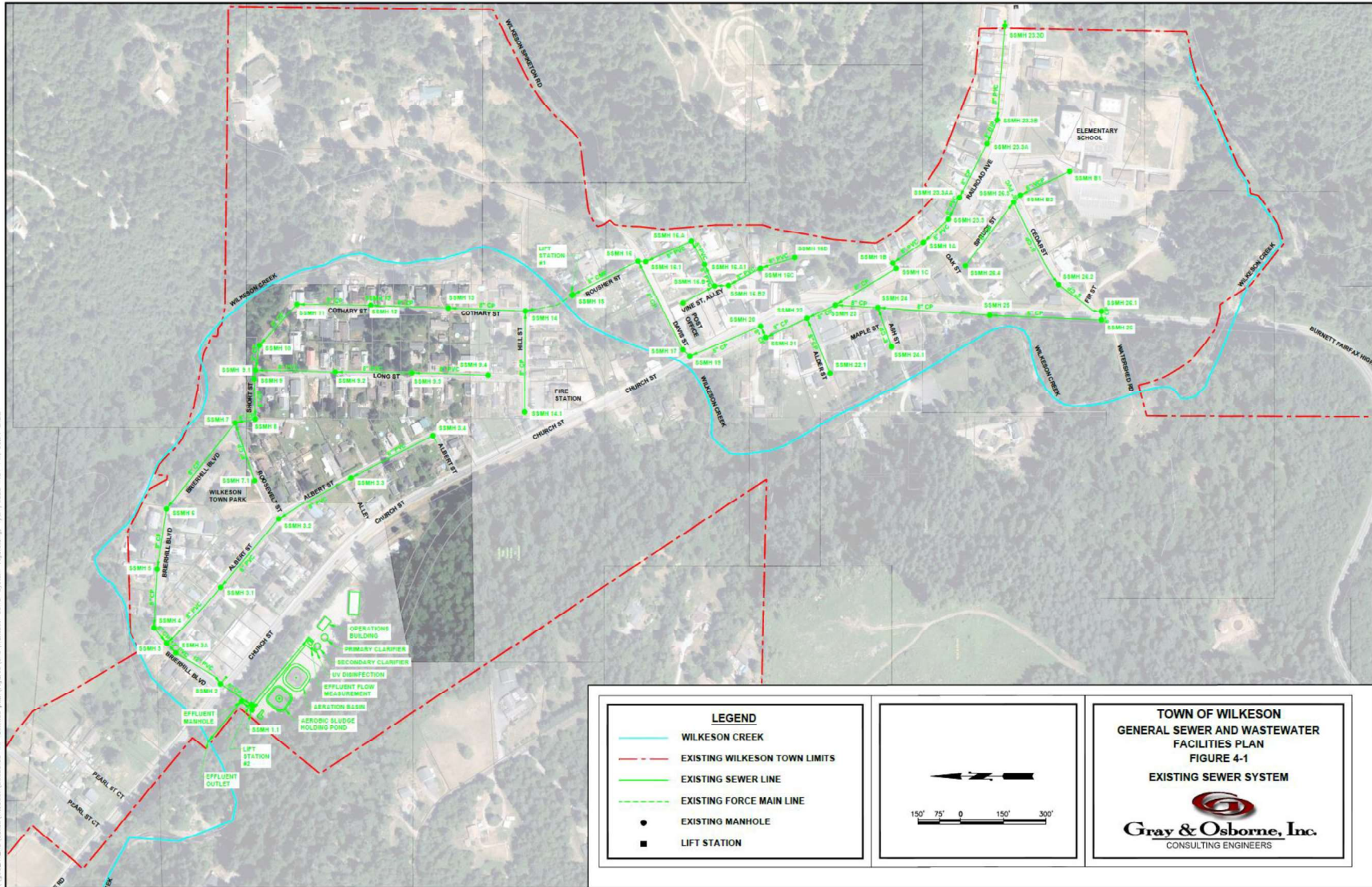
The Level of Service (LOS) for the sanitary sewer system was established from the Criteria for Sewage Works Design, Department of Ecology, 1998, and construction standards adopted by the Town through its municipal codes.

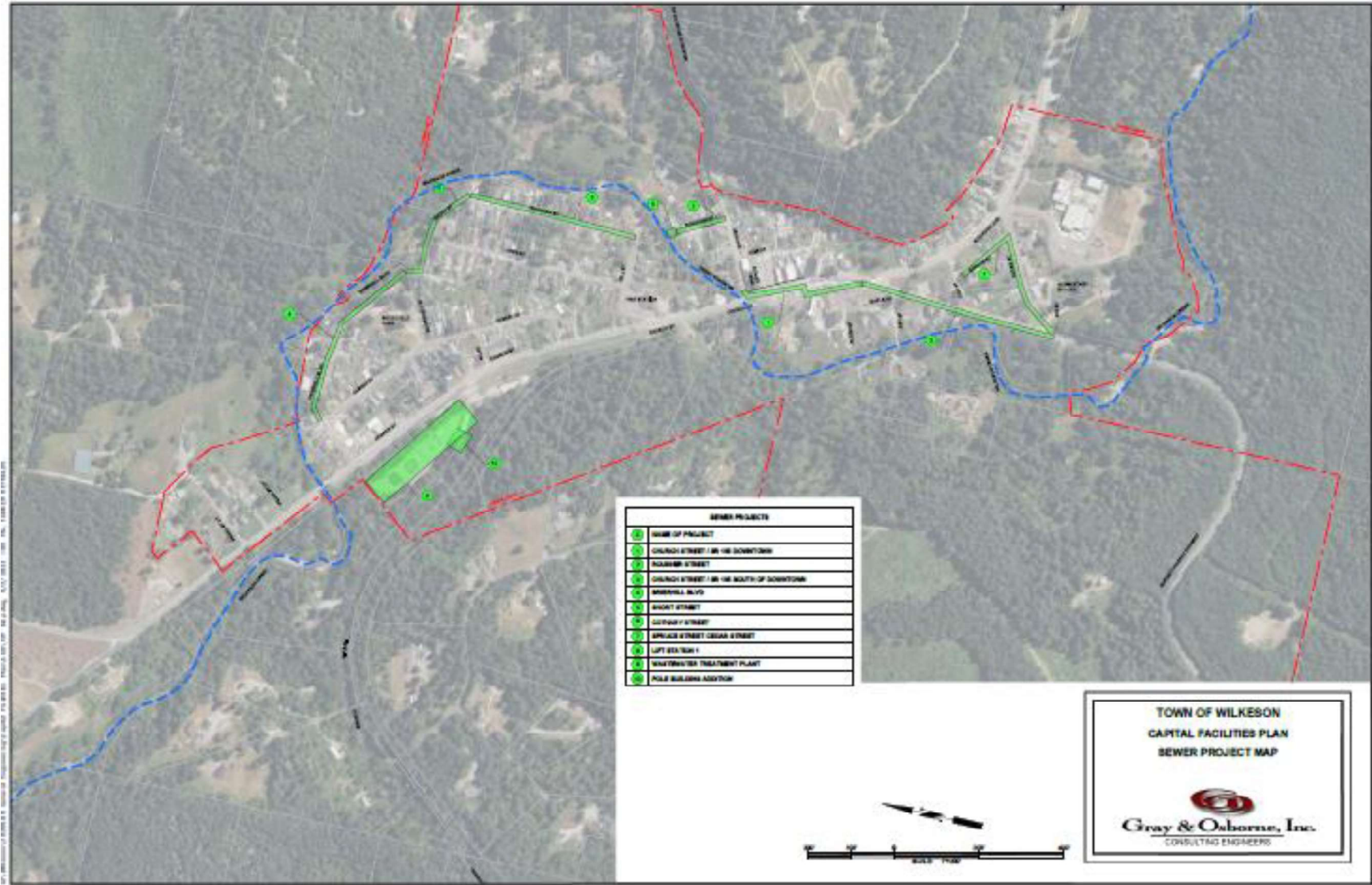
The Level of Service (LOS) requirements for the sanitary sewer collection system include the capability of handling peak flow and providing adequate pipeline velocity. Gravity lines must be sized and sloped to provide a minimum velocity of 2 feet per second. The minimum pipeline diameter for gravity service is 8 inches with a slope of 0.004 ft/ft. In addition, gravity lines must be protected with a minimum of 3 feet of cover and provided with manholes spaced about 400 feet apart and located at all the intersections and changes of grade. New construction is required to meet standards to limit infiltration and inflow into the system. These standards include precast manhole sections with gasketed seals, concrete pipe with rubber joints, or heavy-duty PVC pipe.

The Town of Wilkeson system currently has only two pump stations. Design criteria for pumping stations are established in detail in the Criteria for Sewage Works Design. Among the requirements are ones for duplicate pumps for each station, each capable of handling the station's maximum design flow. Each station shall be protected against the 100-year flood and provide sufficient head to maintain a minimum velocity of 2 feet per second within the force main. The minimum pipe size for sewage force mains shall be 4 inches. In addition, an alarm system shall be provided for all pumping stations as well as provisions for auxiliary power.

Inventory of System

The Town's existing sanitary sewer system consists of approximately 11,000 LF of gravity sewers, approximately 57 manholes, and two lift stations. The existing sanitary sewer system is shown in Figure 4-1 of the General Sewer and Wastewater Facilities Plan, December 2021.





SEWER PROJECTS	
(1)	NAME OF PROJECT
(2)	CHURCH STREET IN THE SOUTHWEST
(3)	ROXBORO STREET
(4)	CHURCH STREET IN THE SOUTH OF SOWNTOWN
(5)	WINDYHILL ALVYS
(6)	WIGHT STREET
(7)	LOFTWAY STREET
(8)	BRUCE STREET CREEK STREET
(9)	LOFT BAY TEAM 1
(10)	WASTEWATER TREATMENT PLANT
(11)	POND BUILDING ADDITION

TOWN OF WILKESON
CAPITAL FACILITIES PLAN
SEWER PROJECT MAP



Gray & Osborne, Inc.
 CONSULTING ENGINEERS



Table 6-8 Collection System Inventory

Pipe Diameter and Type	Length (lineal feet)
Gravity System	
6-inch VCP	195
8-inch CP	6,499
8-inch PVC	3,446
8-inch DIP	92
8-inch CMP	259
12-inch PVC	246
Total	10,737

The majority of the collection system and the first treatment plant were first constructed in the early 1970s to replace septic systems and sewer lines that drained directly to Wilkeson Creek. Currently, there is nearly 11,000 feet of gravity main in the Wilkeson wastewater collection area. The older gravity sewer mains consist of clay pipe with mortared bell-spigot type joints. The majority of sewer lines are constructed of 8-inch concrete or PVC pipe with rubber joints and most of the system has retained its original pipe. As pipe is replaced, PVC is being installed to reduce infiltration and improve the condition of the sanitary sewer system. The depth of the sewer mains typically varies from 2 to 15 feet, with 6 to 7 feet as the average depth.

There are approximately 57 manholes in the collection system. Upon recent inspection appears that most or all of the manholes are precast concrete. Older concrete manholes may present a greater potential for infiltration to occur due to the joints between the manhole sections. Due to the age of the system, the depths of the conveyance mains and type of construction, infiltration and inflow (I/I) problems have continued to develop. I/I problems result during storms, when water infiltrates through pipe imperfections such as misaligned joints and cracks in the lines, greatly increasing flows to the plant.

Proposed Location and Future Needs

The evaluation of the Town’s collection system conducted in the General Sewer and Wastewater Facilities Plan, December 2021 identified several needs to serve existing and future customers. These are briefly discussed below. In addition, planning under GMA has identified other future needs.

As has been previously noted, the majority of the Town’s original sanitary sewer conveyance system consisted of 50-year-old clay pipe which had deteriorated considerably and was in need of replacement due to the volumes of infiltration/inflow presently accessing the conveyance network. Furthermore, by the Department of Ecology (DOE) standards several of the existing sewer mains are undersized and/or sloped at less than acceptable grades.

Collection System Improvement Program (C)

The gravity Collection System Improvement Program Projects identified are generally designed to repair or replace aging sewer mains. Unless noted otherwise, for budgeting purposes, the cost estimates shown here assume open trench construction in existing right-of-way.

The following projects address deficiencies to the sewer collection system identified from modeling and studies discussed above and are shown in the General Sewer and Wastewater Facilities Plan, December 2021.

Collection System Improvement Program Projects

- **C-1. Church Street/SR 165 Downtown.** Replace 550 LF of 8” CP with new 8” PVC from SSMH 17 to SSMH 23.
- **C-2. Rousher Street.** Replace 275 LF of 8” CP with new 8” PVC from SSMH 16 to Lift Station 1.
- **C-3. Church Street/SR 165 South of Downtown.** Replace 1000 LF of 8” CP with new 8” PVC from SSMH 23 to SSMH 26.
- **C-4. Brierhill Blvd.** Replace 1000 LF of 8” CP with new 8” PVC from SSMH 3 to SSMH 7.
- **C-5. Short Street.** Replace 450 LF of 8” CP with new 8” PVC from SSMH 7 to SSMH 11.
- **C-6. Cothary Street.** Replace 830 LF of 8” CP with new 8” PVC from SSMH 11 to SSMH 14
- **C-7. Spruce Street/Cedar Street.** Replace 820 LF of 8” CP with new 8” PVC from SSMH 26.1 to SSMH 26.4.

Manhole Improvement Plan (M)

The following projects address deficiencies to the sewer collection system that are remedied by a manhole improvement plan project:

Manhole Improvement Plan Projects

- M-1. Manhole 16.
- M-2. Manhole 26.4.
- M-3. Manhole 7.
- M-4. Manhole 9.3.
- M-5. Manhole 5.
- M-6. Manhole 9.
- M-7. Manhole 10.
- M-8. Manhole 11.
- M-9. Manhole 14.1.
- M-10. Manhole 3.2.
- M-11. Manhole 7.1.
- M-12. Manhole 24.
- M-13. Manhole 14.
- M-14. Manhole 21.
- M-15. Manhole 2.
- M-16. Manhole 3.4.

Lift Station (LS)

The Town utilizes a lift station, named Lift Station 1, located at the end of Rousher Street to pump wastewater under Wilkeson Creek. For purposes of the CIP the Town's Lift Station 2 is assumed to be a part of the WWTP.

The following project addresses deficiencies to the sewer collection system that are remedied by a lift station project:

Life Station Project

- **LS-1. Lift Station 1** – Replace whole lift station with new and larger wet well and pumps, generator, and electrical.

Completion of Sanitary Sewer System Rehabilitation

The system improvements and/or extensions noted above do not include additional projects that need to be completed for the continued improvement of the older segments of the collection system. The Town will complete TV inspection work and disconnection of roof, yard, and cellar drains as previously recommended to Town. The Town will also analyze and collect additional flow data, conduct limited system evaluation and complete spot repairs, perform mainline and side sewer rehabilitation of existing sewers as identified in I/I Program and system evaluation.

Treatment System

Level of Service

The Level of Service (LOS) for the sewage treatment plant was established from the Criteria for Sewage Works Design, DOE, 2008. Average design flows were established from an average demand of 108 gallons per day per capita, and the expected service population. Projected wastewater flows in 2039 are 0.050 mgd annual average flow and 0.093 mgd maximum monthly flow.

In addition to hydraulic design criteria, there are also loading criteria for LOS. Typically loading criteria are established for Biological Oxygen Demand (BOD5) and Total Suspended Solids (TSS). For BOD, 0.2 lbs/day per capita was utilized for design loadings; for TSS, 0.17 lbs/day per capita were utilized. Both values are consistent with Criteria of Sewage Design. Historic phosphorus literature data was used to size the nutrient removal components to be added treatment plant.

The existing sewage treatment plant is permitted NPDES WA-00-2328-1 which was issued July 1, 2010 and expired on July 31, 2015. However, Ecology administratively extended that permit and requires the Town to monitor the influent and effluent and comply with the limitations specified in the expired permit. This permit establishes reporting requirements and performance criteria for the discharge of treated wastewater and the quality of wastewater sludge. The values shown below represent the limits on what the treatment plant can discharge to Wilkeson Creek at Wilkeson under the existing permit.

A review of monthly reports for the period of 2015 to 2019 indicated that the plant did not fail to meet these discharge limits.

Inventory of System

The new facility system components include headworks with a channel grinder and bypass bar screen, grit removal system, influent flow measurement, bioselectors, extended aeration basin, two secondary clarifiers, effluent flow measurement, WAS/Scum pump station, sludge holding pond, nonpotable water pump station, ultraviolet disinfection, sludge dewatering and drying, operations building and laboratory facilities and auxiliary generator.

Table 6-9 NPDES Permit Limits

Parameter	Monthly Average	Weekly Average
5-day Biochemical Oxygen Demand	30 mg/L 32.5 lb/day	45 mg/L 49 lb/day
Total Suspended Solids (TSS)	30 mg/L 32.5 lb/day	45 mg/L 49 lb/day
Fecal Coliform Bacteria	200/100 mL	400/100 mL
pH	Shall not be outside the range of 6.0-9.0	
Total Residual Chlorine		
Total Ammonia (as N) May 1 – Oct. 31	3.3 mg/L	7.5 mg/L 4.8 lbs./day
Total Ammonia (as N) Nov. 1 – Apr. 30	8.2 mg/L	18.9 mg/L
Total Copper		

Treatment System Improvements

The needs for these improvements are being driven by two factors. The first is to boost the WWTP's performance.

The following improvements are recommended to boost the WWTP's performance and keep up with demand: construct new headworks screening structure, install new mechanical fine screen and bypass bar screen, install new bioselector mixers and replace baffle wall, install two new aeration basin floating aerators, replace secondary clarifier mechanisms, replace existing RAS pumps, replace existing scum pump, construct and install new UV disinfection system structure, install NPW pump system, install new influent and effluent flow meter instruments, replace existing aerobic digester floating aerator, install new PLC, HMI, and programming. This WWTP project may be split into sections as necessary.

The second factor is the need to accommodate additional growth in the Wilkeson Urban Growth Area (UGA). The current customer base for the wastewater system consists of approximately 495 persons. This customer base is expected to increase to 535 by the year 2041.

Wastewater Treatment Plan Projects

- W-1. Wastewater Treatment Plant.
- W-2. Pole Building Addition.

Roof Drain Investigation (R)

Illegal connections to the collection system can significantly increase I/I in the system. A detailed roof drain investigation identifying lines illegally tapped into the collection system needs to be conducted.

The following project addresses deficiencies to the sewer collection system that are remedied by a roof drain investigation project:

Roof Drain Investigation Project

- **R-1. Roof Drains.** Assessment, visual inspection, smoke testing, and disconnection, where necessary, of illegal roof drain connections.

Capital Improvement Plan

Collection System

Table 6-10 presents a capital improvement plan for collection system requirements. The table lists the year of completion and the probable source of funds for each project. The projects are described in more detail in the previous sections. Data for the collection system improvements were taken from the Town of Wilkeson General Sewer and Wastewater Facilities Plan, December 2021.

Table 6-10 Collection System Improvement Program Projects

Project Number	Year of Completion	Funding Source	Estimated Project Cost (2021)
C-1	2024	Rates, reserves, loan	\$470,000
C-2	2024	Rates, reserves, loan	\$325,000
C-3	2024	Rates, reserves, loan	\$613,000
C-4	2024	Rates, reserves, loan	\$619,000
C-5	2024	Rates, reserves, loan	\$404,000
C-6	2024	Rates, reserves, loan	\$550,000
C-7	2024	Rates, reserves, loan	\$539,000

Manhole Improvement Plan

Table 6-11 presents a capital improvement plan for manhole improvement plan. The table lists the year of completion and the probable source of funds for each project. The projects are described in more detail in the previous sections. Data for the collection system improvements were taken from the Town of Wilkeson General Sewer and Wastewater Facilities Plan, December 2021.

Table 6-11 Manhole Improvement Plan Projects

Project Number	Year of Completion	Funding Sources	Estimated Project Cost (2021)
M-1	2024	Rates, reserves	\$50,000
M-2	2024	Rates, reserves	
M-3	2024	Rates, reserves	
M-4	2024	Rates, reserves	

M-5	2024	Rates, reserves	
M-6	2024	Rates, reserves	
M-7	2024	Rates, reserves	
M-8	2024	Rates, reserves	
M-9	2025	Rates, reserves	
M-10	2025	Rates, reserves	
M-11	2025	Rates, reserves	
M-12	2025	Rates, reserves	
M-13	2025	Rates, reserves	
M-14	2025	Rates, reserves	
M-15	2025	Rates, reserves	
M-16	2025	Rates, reserves	

Lift Station Project

Table 6-12 presents a capital improvement plan for the lift station project. The table lists the year of completion and the probable source of funds for the project. The project is described in more detail in the previous sections. Data for the lift station improvements were taken from the Town of Wilkeson General Sewer and Wastewater Facilities Plan, December 2021.

Table 6-12 Lift Station Project

Project Number	Year of Completion	Funding Source	Estimated Project Cost (2021)
LS-1	2024	Rates, reserves, loan	\$977,000

Treatment Plant Improvements

Table 6-13 presents a capital improvement plan for the Treatment Plant Improvements. The table lists the year of completion and the probable source of funds for each project. The projects are described in more detail in the previous sections. Data for the treatment plant improvements were taken from the Town of Wilkeson General Sewer and Wastewater Facilities Plan, December 2021.

Table 6-13 Treatment Plant Improvements

Project Number	Year of Completion	Funding Source	Estimated Project Cost (2021)
W-1	2025	Rates, reserves, loan	\$2,730,000
W-2	2025	Rates, reserves, loan	\$-----

Roof Drain Investigation

Table 6-14 presents a capital improvement plan for the Roof Drain Investigation Program. The table lists the year of completion and the probable source of funds for the project. The project is described in more detail in the previous sections. Data for the roof drain investigation program were taken from the Town of Wilkeson General Sewer and Wastewater Facilities Plan, December 2021.

Table 6-14 Roof Drain Investigation

Project Number	Year of Completion	Funding Source	Estimated Project Cost (2021)
R-1	Ongoing	Rates, reserves, loan	\$-----

Recommended Financing Plan

The revenue to operate and maintain the Town of Wilkeson’s sewer system is collected through a monthly service charge and connection charge in accordance with Wilkeson Municipal Code Title 13. Each sewer account is charged a monthly fixed charge dependent on type of account. Monthly flat rates are charged at \$80.50 for Residential, \$87.50 for Business, \$137.00 for Government, and \$1,205.50 for School. Based on the financial analysis in the Town of Wilkeson General Sewer and Wastewater Facilities Plan, December 2021, a 5 percent per year rate increase is recommended to cover increasing expenditures and some capital improvements.

The sewer connection charge for the Town sewer system is \$4,500 per connection and an availability fee of \$75.00. All connections are in-town.

There are four principal ways that the improvements outlined in this sanitary sewer section can be financed aside from setting aside a portion of the monthly service charge and connection charge. Rates and charges must be maintained at an adequate level to ensure a sufficiency of funds to properly maintain and operate the system and provide funds for construction of the projects identified through a combination of cash contributions and debt financing.

Developer Financing

Developers of presently unimproved property will finance many of the new facilities constructed in the Town. All of the improvements required for service to property with new plats or commercial developments will be designed and constructed in accordance with the Town’s developer project policies. In some cases, latecomer’s agreements may be executed for any sewer main serving property other than the property owned by the developer that is financing the project.

Combination Financing by the Town and Developers

It may be necessary in some cases to require the owner to construct a larger diameter line than is required by the current development in order to support the comprehensive development of the Town’s sewer system. The Town may enter into a latecomer’s agreement or reimburse the developer for the extra cost of increasing the size of the line over that required to serve the property under development. Oversizing should be considered when it is necessary to construct any pipe over 10 inches in diameter in single-family residential areas to comply with the sewer capital facilities plan. Construction of any pipe in residential, multiple family, or commercial areas that is larger than the size required to serve that development is considered oversizing.

Revenue Bond/General Obligation Bond

Interceptor, lift station, force main and treatment plant improvements that are a general benefit to a major portion of the Town may be financed by revenue bonds or general obligation bonds. Improvements that will benefit primarily a single developer should be financed by the developer of the property. The Town may use whatever funds are available for the payment of the debt service on the revenue bonds. A major source of these funds is from the sewer rate revenues from the Town customers. However, all funds, such as general facility fees, connection charges or latecomer charges, may be used for debt service. Sewer system improvements that will service many different property owners in areas that are already developed may be financed through the establishment of a Utility Local Improvement District (ULID). The financing is accomplished through the sale of revenue bonds or general obligation bonds. These bonds are retired with income from the assessments and/or other funds of the Town.

Grant Funds/Loans

State and federal authorities provide funds under various grant programs for the construction of major improvements to or rehabilitation of sewer systems. Programs available include the Department of Commerce Community Development Block Grant (CDBG) General Purpose Grant Program, State Revolving Fund Loan (SRF), United States Department of Agriculture Rural Development (USDA RD), Community Economic Revitalization Board (CERB).

Stormwater Collection and Treatment – Town of Wilkeson

The storm and surface water drainage utility is owned, operated and maintained by the Town and provides drainage, flood control, and protection of environmentally sensitive areas such as wetlands, steep slopes and stream corridors. For the most part, the original system is somewhat antiquated and consists of piping materials and construction methods, which were employed nearly 60 years ago. The majority of this original drainage network was completed using clay tile piping with open joint construction. Over time, this piping has deteriorated to an extremely poor condition, with several areas needing immediate improvements.

The Town Stormwater Management Utility department has completed some improvements to the system over the years. The installation of new piping systems and improvements to existing drainage channels has substantially increased the hydraulic performance of the existing system. Current growth and expected growth will require more improvements and additions to the existing system. The existing storm drainage system is shown in the Town's Utility Map.

The Level of Service (LOS) for the Town's stormwater conveyance system is to convey the 100-year storm event. The Town of Wilkeson has adopted the Ecology Stormwater Management Manual for Western Washington (2012), as the Town's technical manual. The Town has also adopted the Low Impact Development Technical Guidance Manual for Puget Sound (LID Manual).

Wilkeson Creek, which flows through the Town from the south to the north, is a major tributary of South Prairie Creek. Wilkeson Creek is composed of 12.3 miles of stream with headwaters formed from the South and West Forks of Gale Creek. The upper watershed originates in pristine, heavily forested, mountainous terrain. Local drainage system consists of natural drainage courses, roadway ditches, and culverts consistent with a rural setting. There is very little control of storm

water. The 100-year floodplain extends beyond the shoreline of the Creek, approximately 300 feet at the worst location. The floodplain is only 60 feet wide at Davis Street and is up to 250 feet wide west of Cedar Street.

Treatment

As stated previously, the Town has adopted Ecology's 2012 Stormwater Management Manual, which describes in detail the methods and practices for mitigating stormwater runoff impacts.

Level of Service

The Washington State Department of Ecology (DOE) has enacted certain guidelines and rules for the management of stormwater. The requirements include provisions for the following: ordinances to control off-site water quality, the use of source Best Management Practices (BMPs), effective water quality treatment for the design storm, use of infiltration where possible, erosion and sediment control, the protection of wetlands and stream channels; operation and maintenance programs for new and existing stormwater systems; record keeping of drainage system facilities; adoption of Ecology's Technical Manual or equivalent; education programs for the general public; coordination with the Growth Management Act; and basin planning.

The level of service chosen for new conveyance facilities is to provide the conveyance capacity of the 100-year, 24-hour event.

Collection

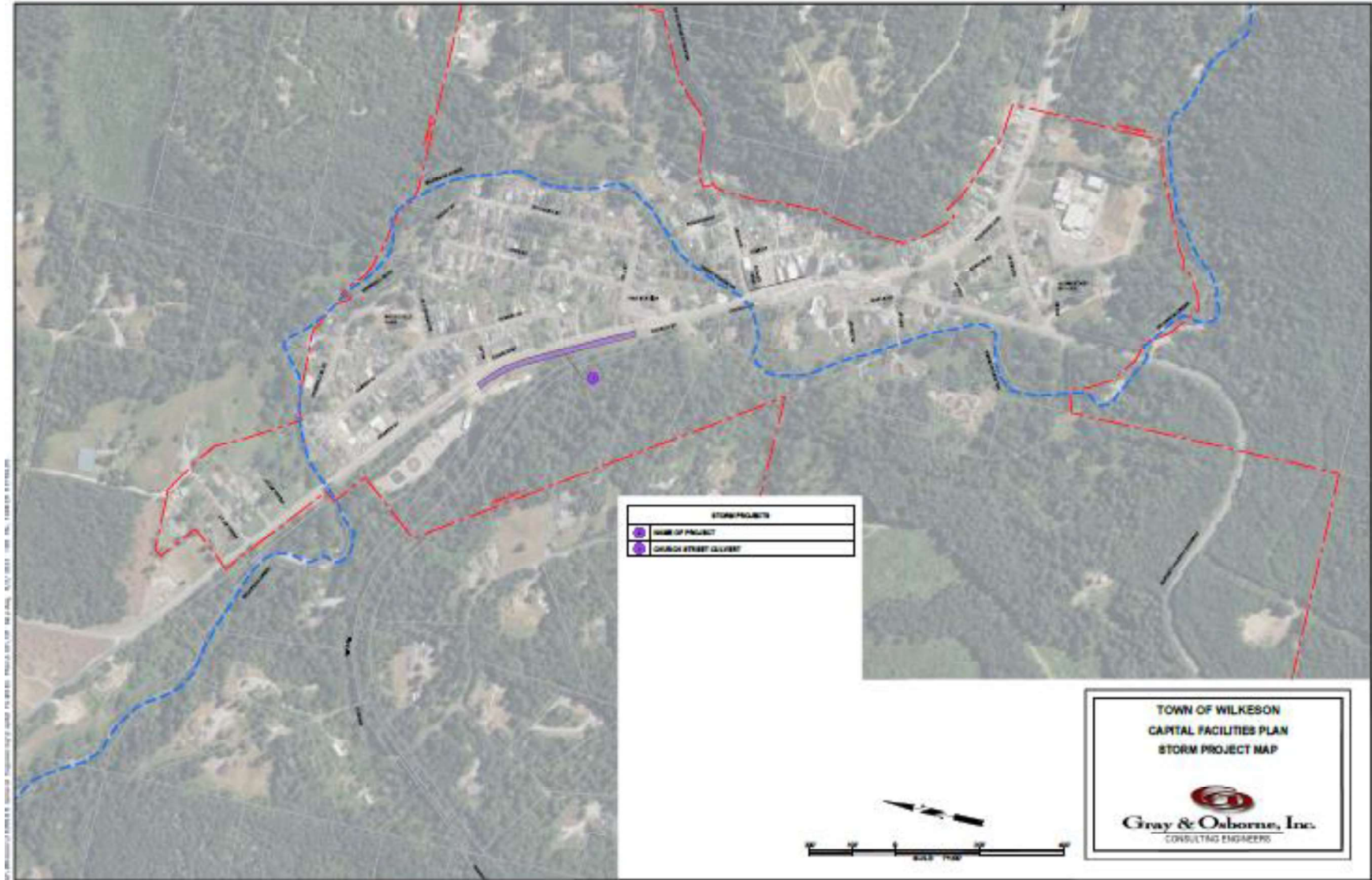
Level of Service

The Pierce County ordinance requires the Town to develop a Storm Drainage Plan that describes how all storm drainage impacts will be mitigated for any existing or future project.

This plan is required if the project consists of or results in high housing densities, changes in the drainage patterns, contains wetlands or swales, filling, sensitive areas, is tributary to any pothole off-site, changes to the runoff coefficient, changes in erosion characteristics, or if 25 percent of the surface area becomes impervious.

This plan must include a description of the property prior to development, as it exists now, and how it might be modified in the future; details of the topography, basin, and soils; downstream drainage analysis, and calculations of the runoff rates and volumes that would occur for the 25-year event. In addition, the plan must include recommendations and construction projects necessary to manage any runoff problems.

The importance of a storm drainage plan, and of properly managing storm runoff, is significant step in alleviating potential future drainage issues. By detaining, retaining, or allowing storm runoff to infiltrate, citizens, property and environmentally sensitive areas are better protected from flooding, erosion, depleted groundwater and summer base flows, and pollution.



System Inventory

The Town's storm drainage network is comprised of numerous catch basins and storm drain manholes, piping ranging in size from 6 to 36 inches, year and/or area draws, detention ponds/pipes and an extensive network of storm drainage ditches that includes culverts and outlet channels. Several areas are either not currently serviced or are inadequately serviced. Areas slated for development or currently without service will require improvements before any development can continue, in order to mitigate flooding and other impacts.

The collector and drainage infrastructure, as it presently exists, predominantly conveys water throughout the Town to ultimately discharge into Wilkeson Creek at various locations. The Town's existing storm drainage system is shown in the Town's Utility Map.

The Town's existing storm drain outfall locations should be surveyed and reviewed to estimate existing basin discharge capacities. These estimates are then compared with both the existing drainage flows and future estimated maximum runoff flows to determine the current and future levels of service.

Proposed Location and Future Needs

The following project descriptions and recommendations for construction projects have been selected based on a review of the Town's existing storm drainage conditions. These improvements are targeted to remove existing storm conveyance problems within the Town. Each of the selected projects is to be completed with systems that will adequately pass the runoff from the future "build-out" developments that are presently anticipated. The recommended piping has been selected to comply with the Town standards, which require commercial and high value areas to convey a 100-year storm event at maximum development expected to occur in each area.

Each of the indicated stormwater system improvement projects have been proposed based on both future development and existing conditions. Improvements to the existing sanitary sewer system or roadways may significantly impact the development of these projects.

Stormwater Capital Improvement Plan

Stormwater System

Table 6-15 presents a capital improvement plan for the stormwater system. The table lists the year of completion and the probable source of funds for each project. The projects are described in more detail in the previous sections.

Stormwater Capital Improvements Projects

- CIP-1 – Community HUB Bioswale project involves construction of a bioswale between the Fire Station and Wilkeson Creek to treat the stormwater runoff from the Community HUB Parking Lot. The bioswale is to be constructed in accordance with current Washington State Department of Ecology Stormwater Manual requirements for stormwater treatment of runoff from pollution generating impervious surfaces.
- CIP-2 – Church Street Culvert project involves installation of a new culvert and filling the ditch along the west side of Church Street (SR 165) from the arch to the skate park. The project length is approximately 750 linear feet. The preliminary size of the culvert is 24-

inch diameter and planned material is corrugated polyethylene pipe (CPEP). The project will allow the Town to more easily maintain the area between Church Street and the trail.

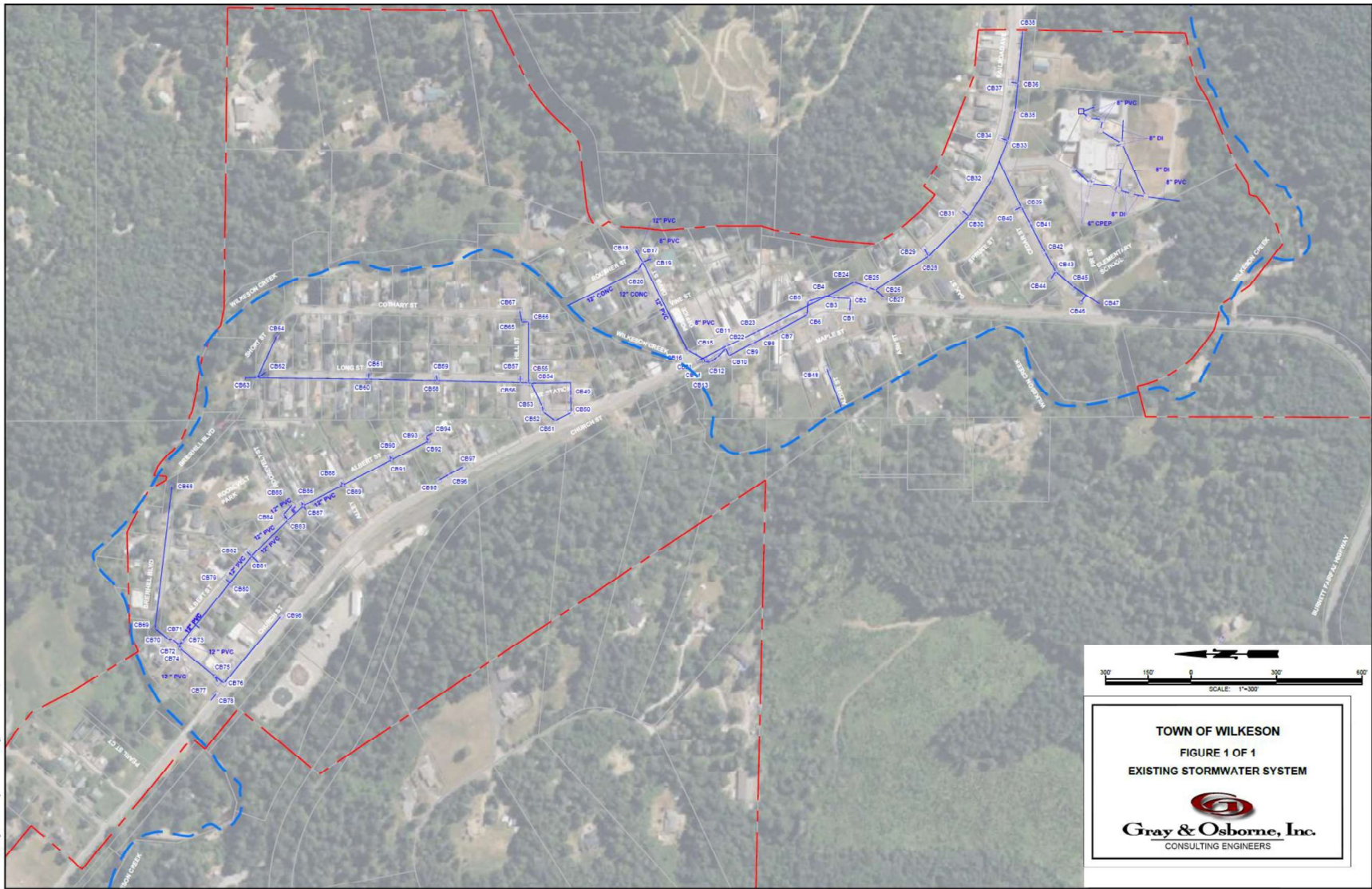
- CIP-3 – Bank Stabilization at Wilkeson Creek Bridge involves implementation of recommendations from the Town’s Wilkeson Creek and Bridge Stabilization Study. The study was funded through a grant from Pierce County Flood Control Zone District (FCZD). Construction funding may also be available from FCZD. The project is anticipated to be completed in conjunctions with installation of a new water main on the existing watershed road bridge.
- CIP-4 – Stormwater Component of Road Improvements Projects involves construction of stormwater collection and conveyance as part of the various road improvement projects planned by the Town as part of its Transportation Improvement Plan. With all Town roadway widening and or reconstruction projects, stormwater catch basins and pipelines or culverts are installed. The years and costs for this project are dependent on the road construction schedule and scope.

Table 6-15 Stormwater Projects

No.	Project	Year	Estimated Project Cost (2023)
CIP-1	Community HUB Bioswale	2024	\$20,000
CIP-2	Church Street Culvert	2025	\$235,000
CIP-3	Bank Stabilization at Wilkeson Creek Bridge	2026	\$187,000
CIP-4	Stormwater Component of Road Improvements Projects	Varies	Varies
Total			\$442,000

Recommended Financing Plan

The current Stormwater Utility rates are \$2.50 per month in accordance with WMC 2.50 Stormwater Management Utility.



Utilities Provided by Others

Natural Gas System

The natural gas distribution utility is owned, operated, and maintained by the Puget Sound Energy (PSE).

Company Overview

Puget Sound Energy (PSE) is a private utility providing natural gas and electric service to homes and businesses in Puget Sound region of Western Washington and portions of Eastern Washington, covering 10 counties and approximately 6,000 square miles. PSE's regional and local natural gas and electric planning efforts are integrated and centered on providing safe, dependable, and efficient energy service. PSE provides natural gas to more than 770,000 customers, throughout 6 counties, covering approximately 2,900 square-mile area.

Regulatory Environment

PSE's operations and rates are governed by the Washington Utilities and Transportation Commission (WUTC). PSE natural gas utility operations and standards are further regulated by the U.S. Department of Transportation (DOT), including the Pipeline and Hazardous Materials Administration (PHMSA). PHMSA's Pipeline Safety Enforcement Program is designed to monitor and enforce compliance with pipeline safety regulations. This includes confirmation that operators are meeting expectations for safe, reliable, and environmentally sound operation of PSE's pipeline infrastructure. PHMSA and the WUTC update pipeline standards and regulations on an ongoing basis to assure the utmost compliance with standards to ensure public safety. The residents within the Town of Wilkeson rely on the coordinated effort between PSE and the Town for the adoption and enforcement of ordinances and/or codes to support safe, reliable, environmentally sound construction, operation and maintenance of PSE's natural gas facilities.

Integrated Resource Plan

In order for PSE to meet its regulatory requirements, it updates and files an Integrated Resource Plan (IRP) with the WUTC every two years. The IRP identifies methods to provide dependable and cost effective natural gas service that address the needs of retail natural gas customers. Natural gas sales resource need is driven by design peak day demand. The current design standard ensures that supply is planned to meet firm loads on a 13-degree design peak day, which corresponds to a 52 Heating Degree Day (HDD). The IRP suggests the use of liquefied natural gas (LNG) for peak day supply and support the needs of emerging local maritime traffic and truck transport transportation markets.

Natural Gas Supply

PSE controls its gas-supply costs by acquiring gas, under contract, from a variety of gas producers and suppliers across the western United States and Canada. PSE purchases 100 percent of its natural-gas supplies needed to serve its customers. About half the natural gas is obtained from producers and marketers in British Columbia and Alberta, and the rest comes from Rocky Mountain States. All the gas PSE acquires is transported into PSE's service area through large interstate pipelines owned and operated by Williams Northwest Pipeline. PSE buys and stores significant amounts of natural gas during the summer months, when wholesale gas prices and

customer demand are low, and stores it in large underground facilities and withdraws it in winter when customer usage is highest; ensuring a reliable supply of gas is available.

System Overview

To provide the Town of Wilkeson and adjacent communities with natural gas, PSE builds, operates, and maintains an extensive system consisting of transmission and distribution natural gas mains, odorizing stations, pressure regulation stations, heaters, corrosion protection systems, above ground appurtenances, and metering systems. When PSE takes possession of the gas from its supplier, it is distributed to customers through more than 21,000 miles of PSE-owned natural gas mains and service lines.

PSE receives natural gas transported by Williams Northwest Pipeline's 36" and 30" high pressure transmission mains at pressures ranging from 500 PSIG to 960 PSIG. The custody change and measurement of the natural gas occurs at locations known as Gate Stations. PSE currently has 39 such locations throughout its service territory. This is also typically where the gas is injected with the odorant mercaptan. Since natural gas is naturally odorless, this odorant is used so that leaks can be detected. The Gate Station is not only a place of custody transfer and measurement but is also a common location of pressure reduction through the use of "pressure regulators". Due to state requirements, the pressure is most commonly reduced to levels at or below 250 PSIG. This reduced pressure gas continues throughout PSE's high pressure supply system in steel mains ranging in diameter of 2" to 20" until it reaches various other pressure reducing locations. PSE currently has 755 pressure regulating stations throughout its service territory. These locations consist of Limiting Stations, Heaters, District Regulators, and/or high pressure Meter Set Assemblies.

The most common of these is the intermediate pressure District Regulator. It is at these locations that pressures are reduced to the most common levels ranging from 25 PSIG to 60 PSIG. This reduced pressure gas continues throughout PSE's intermediate pressure distribution system in mains of various materials consisting of polyethylene and wrapped steel that range in diameters from 1-1/4" to 8" (and in a few cases, larger pipe). The gas flows through the intermediate pressure system until it reaches either a low pressure District Regulator or a customer's Meter Set Assembly.

To safeguard against excessive pressures throughout the supply and distribution systems due to regulator failure, over-pressure protection is installed. This over-pressure protection will release gas to the atmosphere, enact secondary regulation, or completely shut off the supply of gas. To safeguard steel main against corrosion, PSE builds, operates, and maintains corrosion control mitigation systems to prevent damaged pipe as a result of corrosion.

Future Projects

To meet the regional and Town of Wilkeson natural gas demand, PSE's delivery system is modified every year to address new or existing customer growth, load changes that require system reinforcement, rights-of-way improvements, and pipeline integrity issues. The system responds differently year to year and PSE is constantly adding or modifying infrastructure to meet gas volume and pressures demands. At this time, there are no known major construction projects anticipated in the Town of Wilkeson.

Current and future system integrity work will include ongoing investigations throughout the Town to determine the location of where gas lines have been cross bored through sewer lines and make subsequent repairs.

Other Utilities

Electrical Utilities

Puget Sound Energy (PSE) serves the Town of Wilkeson.

Company Overview: Puget Sound Energy (PSE) is a private utility providing electric and natural gas service to homes and businesses in Puget Sound region and portions of Eastern Washington, covering 10 counties and approximately 6,000 square miles. PSE's regional and local electric and natural gas planning efforts are integrated and centered on providing safe, dependable, and efficient energy service. PSE provides electrical power to more than 1.2 million electric customers throughout 8 counties.

Regulatory Environment

PSE's operations and rates are governed by the Washington Utilities and Transportation Commission (WUTC). PSE electric utility operations and standards are further governed by the Federal Energy Regulatory Commission (FERC), the National Electric Reliability Corporation (NERC), and the Western Electricity Coordinating Council (WECC). These respective agencies monitor, assess and enforce compliance and reliability standards for PSE. The residents of the Town of Wilkeson and the region rely on the coordinated effort between PSE and the Town for the adoption and enforcement of ordinances and/or codes to protect transmission and distribution line capacity and support federal and state compliance of safe, reliable, and environmentally sound operation of PSE's electric facilities. Routine utility maintenance work, including vegetation management is required to maintain compliance with FERC, NERC, and WECC regulations.

Integrated Resource Plan

In order for PSE to meet regulatory requirements, it updates and files an Integrated Resource Plan (IRP) with the WUTC every two years. The IRP presents a long-term forecast of the lowest reasonable cost combination of resources necessary to meet the needs of PSE's customers to provide dependable and cost-effective service over the next 20 years. The current plan, which was filed in May of 2013, details both the energy supply and transmission resources needed to reliably meet customers' wintertime, peak-hour electric demand over the next 20 years. The plan, which will be updated, forecasted that PSE would have to acquire approximately 4,900 megawatts of new power-supply capacity by 2033. This resource need is driven mainly by expiring purchased-power contracts and expected population and economic growth in the Puget Sound region. The IRP suggests that roughly more than half of the utility's long-term electric resource need can be met by energy efficiency and the renewal of transmission contracts. This reduces the need down to 2,200 MW by 2033. The rest of PSE's gap in long-term power resources, the IRP stated is likely to be met most economically with added natural gas-fired resources.

PSE generates approximately 46 percent of the electricity for its customers from its own generation, specifically generation plants; hydro, thermal, solar and wind. PSE currently has about 3,000 megawatts of power-generating capacity and purchase the rest of its power supply from a variety of other utilities, independent power producers and energy marketers across the western United States and Canada.

System Overview

To provide the Town of Wilkeson with electricity, PSE builds, operates, and maintains an extensive integrated electric system consisting of generating plants, transmission lines, substations, switching stations, sub-systems, overhead and underground distribution systems, attachments, appurtenances, and metering systems.

Electricity provided by PSE to the Town of Wilkeson is often produced elsewhere and is interconnected to the Northwest's regional transmission grid through an extensive network of transmission facilities providing bulk transmission service to meet the demands of electricity customers within the region's eight states. The PSE electric transmission facilities in the Town of Wilkeson are important components of the electric energy delivery grid serving the Puget Sound region. As electricity reaches the Town of Wilkeson the voltage is reduced and redistributed through lower-voltage transmission lines, distribution substations, overhead and underground distribution lines, smaller transformers, and to individual meters.

PSE will be prudently and systematically deploying smart grid technology at each level of infrastructure to enhance and automate monitoring, analysis, control and communications capabilities along its entire grid. Smart grid technologies can impact the electricity delivery chain from a power generating facility all the way to the end-use application of electrical energy inside a residence or place of business. The ultimate goals of smart grid are to enable PSE to offer more reliable and efficient energy service, and to provide customers with more control over their energy usage.

Future Projects

To meet regional and Town of Wilkeson electric demand, PSE is upgrading the existing 55 kilovolt (kV) substations and transmission lines between Electron Heights (vicinity of Kapowsin) and Enumclaw to 115 kV. The multi-year projects began in 2009 and entail converting the voltage of over 20 miles of transmission line between the Electron Heights and Krain Corner (Enumclaw) substations, installing roughly 1.5 miles of new transmission line in Enumclaw, as well as converting, upgrading or completely rebuilding four substations as well as constructing a new substation in Buckley and adding a fiber-optic line to existing transmission facilities between Buckley and Enumclaw.

Telecommunications Utilities

The Town of Wilkeson is served by Lumen (formerly Century Link). Various facilities are located throughout the County and the Town.

Cellular telephone service is provided in the Wilkeson area by Comcast. Cable TV is provided to the Wilkeson area by Comcast for areas surrounding the Town.

The provision of telecommunication services is driven by the needs of its customers. As the Town grows, telecommunication facilities will be upgraded to ensure adequate service levels. Facilities will be upgraded as technology advances.

Solid Waste Collection

The Town contracts with Murrey's Disposal Company, Inc. for solid waste collection. Collection is performed once a week.

Chapter 7 Transportation Element

Introduction

Organization of the Transportation Element

This transportation element contains the following sections:

- Introduction
- Inventory of facilities and services
- Current and projected demand
- Levels of service
- Adequacy of transportation facilities
- Funding capability and resources
- Goals and policies

The transportation improvement program is described in the capital facilities element.

Transportation Planning Challenge

The *Washington State Growth Management Act* (GMA) challenges communities to rethink transportation planning strategies used during the last several decades, to analyze strategic shortcomings, and to develop new local strategies that help to solve problems of traffic congestion, pollution, and the diminishing quality of life associated with automobile dependence.

This challenge is echoed in regional and county planning documents, namely PSRC's *Vision 2040* and *Transportation 2050*, and the *Pierce County Countywide Planning Policies*. Throughout the Pacific Northwest, streets designed primarily for automobiles and lacking in convenient, interconnected facilities for other transportation modes have resulted in an automobile dependency that starts at almost every residence's door and ends at almost every travel destination. The scope of walking and bicycling has been reduced to exercise and recreation – not transportation – in most peoples' lives.

The Wilkeson area has been influenced by these transportation trends. The Town's location, which is remote from the nearest bus service provided by Pierce Transit, provides a challenge to citizens who lack mobility. The population of the Town and surrounding area is insufficient to support efficient and convenient local public transit. Because employment opportunities are extremely limited in Wilkeson, most Wilkeson households are supported by persons who must commute. As with commuting, most Wilkeson residents use automobiles for other travel. Discontinuous pedestrian and bicycle facilities and the absence of public transit service combine to keep residents in their automobiles to reach local travel destinations in the Wilkeson vicinity.

Fortunately, from a transportation planning perspective, much of Wilkeson has been developed with a traditional street grid that features short blocks, interconnected, narrow streets narrow and other characteristics that calm traffic and support pedestrian activity. Almost all streets within Wilkeson are either Town owned or privately owned with posted speed limits of 25 mph or less. Nearly every place within the town proper is walkable within ½ mile or less. From the center of town, every public facility is walkable within ¼ mile. The exceptions are SR 165, a WSDOT

owned facility and County owned and maintained roads including Johns Street E, Davis (Wilkeson-Spiketon) Road and Railroad Avenue.

This transportation element focuses on defining transportation system policies that will guide Wilkeson's transportation improvements in compliance with GMA requirements and regional and County policies while realistically accommodating the practical limitations determined by Wilkeson's small size, remote location and land use. These policies are designed to encourage Wilkeson's residents to walk and bicycle not only for exercise and recreation, but to use nonmotorized and public transit transportation modes, when available, to reach common travel destinations.

Transportation Planning Requirements

Requirements of Growth Management Act

The Washington State Growth Management Act identifies transportation facilities planning and, specifically, encouraging efficient multi-modal transportation systems based on regional priorities and coordinated with local comprehensive plans, as a planning goal to guide the development and adoption of comprehensive plans and development regulations [RCW 36.70A.020(3)]. In addition, it identifies a transportation element as a mandatory element of a county or city comprehensive plan [RCW 36.70A.070(6)]. The transportation element must include: (a) land use assumptions used in estimating travel; (b) facilities and service needs; (c) finance; (d) intergovernmental coordination efforts, including an assessment of the impacts of the transportation plan and land use assumptions on the transportation systems of adjacent jurisdictions; and (e) demand management strategies [RCW 36.70A.070(6)(a)- (c)]. The Growth Management Act expressly requires a Countywide Planning Policy on transportation facilities and strategies [RCW 36.70A.210(3)(d)].

VISION 2050 Multicounty Planning Policies (MPPs)

VISION 2050 offers an integrated approach to addressing land use and transportation, along with the environment and economic development. It calls for a clean, sustainable transportation future that supports the regional growth strategy. Sustainable transportation involves the efficient and environmentally sensitive movement of people, information, goods and services – with attention to safety and health. Sustainable transportation minimizes the impacts of transportation activities on our air, water, and climate. It includes the design of walkable cities and bikeable neighborhoods, as well as using alternatives to driving alone. It relies on cleaner, renewable resources for energy.

Another major focus of VISION 2050 is related to equity. Many of the new policies are related to implementing transportation programs and projects that provide access to opportunities while preventing or mitigating negative impacts to people of color, people with low incomes, and people with special transportation needs (MPP-T-9 and 10). This goal is also reflected in multi-modal systems planning (T-Action-1 Regional Transportation Plan, PSRC's *Transportation 2050*). Wilkeson's population is homogeneously spread with no concentrations of any particular ethnic group or income class. Because the town is so small and remote, all of Wilkeson's citizens lack these amenities equally.

VISION 2050 contains 22 multicounty planning policies related to transportation. Because Wilkeson is remote and accessible by only a few low traffic, rural routes, many of the larger

multicounty planning policies and actions will not have a direct effect on Wilkeson. While Wilkeson certainly supports these goals, especially MPP-T-4 regarding improving the safety of the transportation system to reduce fatalities and serious injuries, and MPP-T-7, 12, 13, and 15 which support the creation of the multimodal system, the Town also understands that the roads these policies and actions most impact are not within the Town's control, they are owned by WSDOT and Pierce County. Therefore, the Town supports those larger entities in their efforts to improve overall safety. As noted above, Wilkeson has largely achieved success with the creation of local street patterns that promote walking and cycling (MPP-T-15, 16, and 17).

Pierce County Countywide Planning Policy

The GMA's transportation planning requirements and VISION 2050 transportation planning policy directives are expounded upon in greater detail in Pierce County's County-Wide Planning Policies (2022). Countywide Planning Policies specifically related to Transportation are "*Transportation Facilities and Strategies*". These policies are subdivided into several categories including:

- General,
- Inclusiveness and Equity,
- Healthy Communities and Transportation Systems,
- Land Use/Transportation Integration,
- Ports, Freight, and Aviation, and Military Installations,
- Sustainability and the Environment,
- Transit,
- Performance Standards and Concurrency,
- Maintenance, Operations, and Preservation,
- Resiliency and Disaster Preparedness,
- Transportation Technologies, and
- Funding.

The Transportation related countywide policies have been greatly expanded in the 2022 update from the prior framework. Not all of the Countywide Planning Policies have direct bearing on Wilkeson, in fact many don't. Wilkeson is not near any ports, freight, aviation or military installations. There is no available transit. Transportation technologies for now are limited to walking and biking within town and the use of single occupancy vehicles for most trips outside of town. There isn't sufficient demand to warrant the creation of electric vehicle charging stations in town beyond residentially based charging stations (CPP TR-21). As noted above, Wilkeson will work with outside agencies to bring the possibility of other modes of transit into town including regional bus service and the use of the Foothills Trail for non-motorized transportation (CPP TR-5.1.2, 9.5.2 and 13).

While Wilkeson absolutely wishes to promote inclusiveness and equity in transportation planning, there are no communities of color, concentrations of low-income, or concentrations of non-English

speaking persons living within town. According to the US Census, in 2024, Wilkeson's population was 92% white while the remaining 8% are either of two or more races (6.7%) or African American (0.86%). Nearly all (99.07%) of Wilkeson households report speaking English as a primary language at home. Less than 1% of households speak another language at home, the most common at 0.47% was Spanish while the other household speaks an Asian or Pacific Island language. The median household income was \$98,542 in 2021 which is significantly above the Pierce County median at \$82,574. The overall poverty rate is 12.53%. This poverty is concentrated by household type. 19.35% of households with two or more races (1.35% of all households) live in poverty. The poverty rate amongst households working full time was 0%. For households that only work part time or do not work, the poverty rate is about 20% each. Note, the poverty rate may be influenced by the age of the demographic as 23% of Wilkeson's households are seniors, many of whom may be living on a fixed income. The entire town is akin to a small residential neighborhood in a larger, more diverse municipality. Everyone shares the transportation system equally.

The Town has made the safety and convenience improvements it can to its non-motorized system to help seniors, youth and the disabled population to safely and efficiently navigate town (CPP TR-4.5, 5, 5.2 and 5.3). A later section within this chapter will discuss the transportation capital improvements plan.

Countywide Planning Policies applicable to Wilkeson include:

- Those related to promoting an equitable, sustainable and coordinated multi-modal transportation system for multiple types of users and modes of transportation (CPP TR-1, TR-4, TR-5).
- Improvement of safety by working towards the State's Target Zero death and disability injury goal (CPP TR-2).
- Consideration of SR 165 as an essential public facility (CPP TR-3).
- Promotion of cooperation and coordination among transportation providers, Wilkeson, and developers to ensure that joint and mixed-use developments, should any prove feasible, are designed to promote and improve physical, mental, and social well-being and improve the natural and built environments (CPP TR-7).
- Addressing environmental impacts of transportation policies, project implementation, and operations wherever practical (CPP TR-9).
- Use of low-impact development practices or environmentally appropriate approaches for the design, construction and operation of transportation facilities to reduce and mitigate environmental impacts, including, but not limited to, greenhouse gas emissions and storm water runoff from streets and roadways (CPP TR-10).
- Consider the impacts of local planning activities on neighboring jurisdictional (inclusive of WSDOT) roadway facilities when developing and administering a jurisdiction's performance standards or level of service (LOS) standards (CPP TR-14-18).

Wilkeson 2012 Rural Town Center Corridor Plan

The Wilkeson Rural Town Center Corridor Plan was adopted by the Wilkeson Council in 2012. The document puts in place a plan to provide a complete street all along State Route 165 (Church Street) through Town. It calls for the removal of barriers for pedestrians and bicyclists into and

through Wilkeson’s Town center, and the provision of safe pedestrian and bicycle connections through Town. The goal of the plan is to create a wider range of mobility options for residents and visitors. The plan identifies six elements – the Foothills Trail Extension, the North Rain Garden, Hope Square, Town Center Park, Town Center Walk, and South Church Street Path – to be constructed along State Route 165 through Town to help meet this goal.

The 2012 Wilkeson Rural Town Center Corridor Plan is hereby incorporated into the Comprehensive Plan by reference to supplement the Pedestrian and Bicycle Facilities section of the Transportation chapter.

Land Use Assumptions

The land use assumptions used while developing this transportation element are summarized below and described in detail in the documents listed:

Area	Document
Within Wilkeson	Future land use will remain relatively unchanged, although there will be an incremental increase in commercial, mixed-use development, and housing types other than detached single-family dwellings. The land use and housing elements of this comprehensive plan provide details.
Outside of Wilkeson	The <i>Comprehensive Plan for Pierce County, Washington</i> specifies that generally, most land uses in areas adjacent to Wilkeson will remain unchanged from those existing at the time this plan was adopted.

Wilkeson’s population at the 2020 Census was 499 people. The Pierce County Buildable Lands Report set a population growth target of 187 persons. If this target is reached, the 2044 population of the Town of Wilkeson will be about 686 people.

Inventory of Facilities and Services

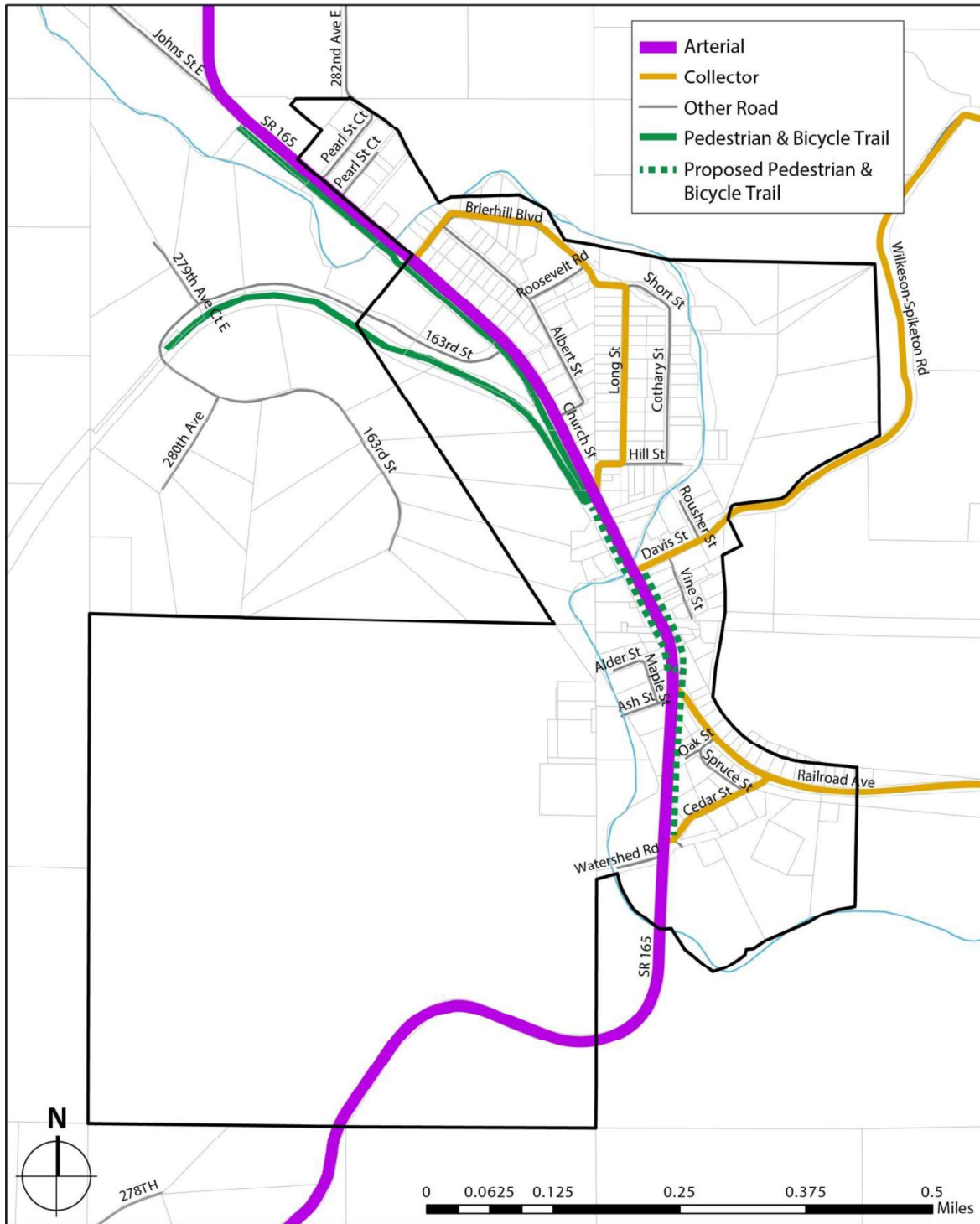
Because Wilkeson is a geographically small, land-locked rural community with limited internal commercial activity, Wilkeson does not contain many of the typical components of a multimodal transportation network. Wilkeson has no water, air, or rail facilities. The Town's transportation facilities are limited to streets and those transportation modes and services that use streets and the Wilkeson portion of the Foothills Trail.

Streets

Functional Classification

A roadway network is a series of streets which increasingly focus and concentrate traffic as one moves away from residential neighborhoods, much in the way small rivulets join streams and ultimately converge into rivers. A community roadway network is typically comprised of local streets, collector streets, and arterial streets.

Town of Wilkeson Street Classification and Transportation Plan



Designation of roadway facility functional classification is an integral part of managing street use and land development. Designation should be consistent with land use policies and adopted street standards. In Washington, as in most states, classification of streets is necessary for receipt of state and federal highway funds. State law requires that cities and counties adopt a street classification

system that is consistent with state and federal guidelines. The legal basis and requirement for the classification of streets is in RCW 35.78.10 and RCW 47.26.180.

The Washington State Department of Transportation defines three street functional classification categories, which are applicable to urban areas such as the Town of Wilkeson. In Wilkeson, streets, roads and highways are classified as arterials, collectors or local access streets. A primary determinant of the functional classification is the present and anticipated traffic volumes to be carried by a street. Within a given classification the number of lanes can be varied to accommodate the anticipated volume. Roadway functional classifications are summarized below.

Arterial Streets, Roads and Highways

Arterial streets, roads and highways provide for traffic movements into, out of, and through the Town. Many of the trips using arterials have neither their origin nor their destination within Wilkeson but are generated by the surrounding areas of Pierce County. Arterials carry the highest traffic volumes and serve the longest trips. The traffic movement function is emphasized at the expense of convenient access to adjacent land uses. In Wilkeson, arterial routes also provide local access to businesses and residences. In Wilkeson, the following streets are classified as arterials:

- State Route 165, also known as Church Street, from north Town limits to south Town limits

Collector Streets and Roads

Collector streets and roads provide for movement within neighborhoods and funnel neighborhood trips onto the arterial street system. Collectors typically carry moderate traffic volumes, relatively shorter trips than the arterials and little through traffic. In Wilkeson, the following streets are classified as collectors:

- Brierhill, Short, and Long Streets from Church Street to Church Street
- Davis Street from Church Street to east Town limits
- Railroad Avenue from Church Street to east Town limits

Local Streets

Local streets comprise all roadways and streets not otherwise classified as arterials or collectors. Their main function is the direct access to abutting properties, often at the expense of traffic movement – low speeds and delays caused by turning vehicles are common.

Design Standards

Street design standards for arterial, collector and local access streets are specified in the Pierce County Public Works Development and Construction Standards Manual. Storm drainage design is specified in the Pierce County Stormwater Management and Site Design Manual.

Ideal Classification System

In an ideal system, streets would be laid out in a rectangular grid with a functionally strict hierarchy, and a sharp differentiation between classifications. Land use patterns, topographical constraints and environmental considerations dictate an irregular street system. Therefore, the classification system can only achieve a rough approximation of these ideal guidelines. The higher classified streets handle the highest traffic volumes. Arterials account for only 5-10% of the total highway mileage in an urban area but carry 40-65% of the total travel (measured in vehicle miles

of travel). Local streets, on the other hand, comprise 65-80% of the system but carry only 15-20% of the travel demand.

Jurisdiction

SR 165 is within the State of Washington Department of Transportation's jurisdiction. County owned and maintained roads including Johns Street E, Davis (Wilkeson-Spiketon) Road and Railroad Avenue come to the edge of town. All other streets within the Town boundaries are under the jurisdiction of the Town of Wilkeson. Some streets are privately owned and maintained.

Traffic Characteristics

Daily Variations: Traffic volumes also vary for each day of the week. Mondays and Fridays tend to be higher travel days of the five-day workweek, while Tuesday, Wednesday and Thursday volumes are lower. Saturday and Sunday travel is normally higher than the average weekday.

Monthly Variations: Traffic volumes vary from month to month. Low volume months are the winter months, and the high-volume months are the summer months when the normal day-to-day travel is supplemented with vacation travel.

Hourly Variations: The hourly travel variations for a typical high-volume intersection in the Town of Wilkeson are as follows: AM peak hour occurs at 10 AM, after which volume decreases slightly between 12 Noon and 2 PM. After 2 PM, travel volumes again increase and peak between 3 and 5 PM.

Traffic Volumes

Traffic volumes on State Route 165 have held steady over the years at around 3,000 vehicles per day. The most recent data indicates an average of 2,800 vehicles per day on State Route 165 in 2013; this is down from 3,400 in 2010. The source of this data is the Washington State Department of Transportation 2013 annual Traffic Report. Traffic volumes on Railroad Avenue amount to about 1,000 vehicles per day. All other collectors carry less than 1,000 vehicles per day.

Traffic Collisions

According to collision data kept for the Town of Wilkeson, crash incidents are rare within the Town limits. The few collisions that have taken place have not involved any fatalities and have been dispersed rather evenly throughout the Town. Given the data, it seems that no single intersection is particularly collision-prone.

Bus Service

Regionally, bus service is provided by Pierce Transit within a service area that is focused on the more densely populated areas of Pierce County along the I-5 corridor and nearby communities. The nearest bus service to Wilkeson is located within Sumner, Puyallup and the unincorporated South Hill area approximately 20 miles distant.

Pierce Transit does not serve the Town of Wilkeson with any regular routes. The closest bus stops are on School District Road on the south side of Enumclaw (7 miles away), or at the park and ride on State Route 410 in downtown Bonney Lake (10 miles away). Enumclaw is in King County and is served by King County Metro Transit. There are no employers in town that employ twenty or

more people other than Wilkeson Elementary School. Therefore, there is likely not enough demand to initiate a transportation demand management program.

While the nearby City of Buckley currently is not served by Pierce Transit, their comprehensive plan includes goals to work with WSDOT and Pierce County to obtain funding to support transit to and from the city. Wilkeson may wish to coordinate with the City of Buckley, as well as with other nearby municipalities and tribes, to encourage development of a coordinated transit system in the area.

Shuttle Service

Paratransit service is provided by Pierce Transit for persons with disabilities in accordance with the requirements of the Americans with Disabilities Act (ADA) and within the Pierce Transit Service Area. The ADA requires transit agencies to provide paratransit (door-to-door) service that is "complementary" to fixed route (bus) service. "Complementary" is defined as service that operates the same hours as fixed route service and within three quarters of a mile of existing bus routes. Wilkeson is located outside Pierce Transit's service area and is currently not provided paratransit service. However, individuals who travel to locations within the service area may obtain paratransit service under Pierce Transit's program for travel to locations within Pierce Transit's service area.

The Town of Wilkeson has coordinated with the Mount Rainier National Park on a number of projects in the past several years. The Park has expressed interest in working with the Town to create a National Park Service welcome center and potential future shuttle service to Mount Rainier National Park in downtown Wilkeson. This could provide the potential for transit expansion around Wilkeson in the coming years.

Rail Service

Sound Transit provides commuter rail service between Lakewood and Seattle, with stations located in Tacoma, Puyallup, Sumner and other communities. Amtrak also provides rail service in the region to communities located along the I-5 corridor.

Air Service

Regional air service in the Central Puget Sound area is provided via the Seattle-Tacoma International Airport in SeaTac.

Current and Projected Demand

Level of Service – Streets and Highways

Level of traffic service is generally defined as the roadway or intersection's ability to carry the traffic load. The Highway Capacity Manual (Transportation Research Board) defines the traffic level of service for signalized and unsignalized intersections as described below:

LOS GENERAL DESCRIPTION

- A. Nearly all drivers find freedom of operation and there is seldom more than one vehicle in the queue.
- B. Some drivers begin to consider delay and inconvenience and occasionally there is more than one vehicle in the queue.

- C. Many times there is more than one vehicle in the queue and most drivers feel restricted, but not objectionably so.
- D. Often there is more than one vehicle in the queue and drivers feel quite restricted.
- E. Represents a condition in which the demand is near or equal to the probable maximum number of vehicles that can be accommodated by the movement and there is almost always more than one vehicle in the queue.
- F. Forced flow which represents an intersection failure condition that is caused by geometric and/or operational constraints external to the intersection.

Existing levels of service have been calculated at select street segments in the Town of Wilkeson and are shown below. The following tables outline general guidelines commonly used by transportation planners for determining level of service on roads based on average weekday traffic. The tables pertain to two lane roads in rural towns.

- State Route 165 (Church Street) “C”
- Railroad Avenue “A”

Level of Service – Average Weekday Traffic
Two Lane Roads and Streets, No Turn Lanes at Intersections

Level of Service	Average Weekday Traffic Volume
A	0 to 1,000
B	1,100 to 3,000
C	3,100 to 6,000
D	6,100 to 9,000
E	9,100 to 12,500
F	12,600 +

**Level of Service – Average Weekday Traffic
Two Lane Roads and Streets with Turn Lanes at Intersections**

Level of Service	Average Weekday Traffic Volume
A	0 to 3,000
B	3,100 to 6,000
C	6,100 to 9,000
D	9,100 to 12,000
E	12,100 to 16,000
F	16,600 +

Pierce County, and the cities and towns therein, have adopted Level of Service “D” as the standard. When Level of Service drops to the level of “E” or “F”, corrective action must be taken. Adding a turn lane at the intersection or installing a traffic signal will usually alleviate the problem. State Route 165 is designated a Highway of Regional Significance (HRS) and as such the Level of Service standard (LOS) is set by the Puget Sound Regional Council (PSRC) in consultation with WSDOT. PSRC has established a LOS standard of “C” for SR 165.

Access Control

Access control is a technique used in designing roads to manage where and in what way automobiles will be able to enter and exit the road. Access control typically means limiting the number of driveways connecting commercial and residential sites directly to a road. Under access control, entrances and exits to the road via driveways are restricted. Portions of State Route 165, within the Town of Wilkeson, are designated a Class 2 or 3 access managed highway. The Town of Wilkeson is responsible for access management and permitting within its Town limits; WSDOT may assist the jurisdiction if requested.

Truck Routes

Truck traffic in Wilkeson is primarily generated by the logging, quarry, and delivery truck industries. Trucks tend to travel north and south on State Route 165. The 2013 Freight and Goods Transportation System (FGTS) has designated State Route 165 as having both a T-3 and T-4 classification within Wilkeson. North of Davis Street, State Route 165 is T-3 with 1,190,000 annual tonnage and 460 annual average daily trucks, accounting for 11% of the traffic. South of Davis Street the highway is T-4 with 190,000 annual tonnage and 86 annual average daily trucks, accounting for 12% of the traffic. Further, significant rock quarry related truck traffic takes place on Railroad Avenue.

Multimodal Transportation Adequacy

Current Residential Trip Generation

Wilkeson predicts transportation demand in residential areas by multiplying the number of trips per day that each household will generate by the number of households. The number of trips generated per day per household in a multifamily unit is generally assumed to be six; for a household in a single-family unit, the number is ten. When planning transportation improvements associated with new residential development, the assumption is that all trips will be made via private automobile.

The following table indicates generation for residential land uses based on six daily trips for each multifamily unit and ten daily trips for each single-family unit:

Residential Area	Single Family	Multifamily	Total
Wilkeson's current corporate boundaries	1820 trips based on 182 units*	0	1,820 trips
Wilkeson's UGA	10 trips based on 1 unit*	0	10 trips
Total residentially generated trips in both areas	1830 trips based on 183 units	0	1,830 trips

*2020 US Census

Projected Residential Trip Generation

The 2020 Census estimated Wilkeson has 499 residents. The Pierce County 2044 population allocation for Wilkeson is 686 persons, or an addition of 187 new residents by 2044. Based on an assumed average household size of 274 persons, 69 new homes will be required to be built between 2020 and 2044 to meet this target. These additional homes, if assumed to be single-family would add a maximum of 690 new trips. The total number of trips from Wilkeson and its UGA in 2044, at the maximum scenario, would be 2,510 daily trips.

Existing and Projected Arterial Traffic Levels

We project, based on observation, existing and projected land use and the lack of vehicular access to Mt. Rainier National Park from SR 165 that major arterial traffic on SR-165 will increase minimally during the Planning Period.

To a great extent, future traffic volumes are driven by population growth in a community. The population in Wilkeson is forecasted to increase by 27 percent between the years 2020 and 2044. Therefore, it is safe to estimate that traffic volumes on the arterials and select collectors are going to increase proportionately. The following traffic volumes are forecasted for the below listed arterial and collector streets:

- State Route 165 3,600 Level of Service "C"
- Railroad Avenue 1,300 Level of Service "B"

In 2044, level of service “C” can be attained on State Route 165. Therefore, no capacity increasing improvements on State Route 165 are necessary. Future traffic volumes do not appear to require capacity increasing improvements on collector streets.

Current and Projected Nonmotorized Facility Demand

Pierce County Department of Parks and Recreation has built and is operating a pedestrian and bicycle trail, known as the Foothills Trail, on the former Burlington Northern Railroad right-of-way. The trail enters Wilkeson at the north Town limits, extends south for a distance of about one-third of a mile on the west side of State Route 165 (Church Street), then doubles back to the northwest and exists at the western Town limits. Where the trail currently doubles back, a trail extension is presently being designed and will soon be constructed. The Foothills Trail extension will continue along State Route 165 into downtown Wilkeson, providing residents and trail users with a safe non-motorized route into downtown.

It is likely that the current recreational demand level for pedestrian and bicycle facilities will continue indefinitely. One of the challenges facing Wilkeson is to increase the demand for nonmotorized facilities *as transportation*. Future demand depends on the success of Wilkeson and other jurisdictions and agencies in cooperatively providing continuous pedestrian and bicycle facilities that link conveniently with travel destinations and with public transit. Wilkeson's transportation goals and policies and transportation improvement projects support the development of convenient, contiguous pedestrian and bicycle facilities along newly developed streets and existing streets, primarily within available rights-of-way. In addition, transportation goals and policies support the development of an extension of the regional Foothills Trail within the vacated Burlington Northern right-of-way that traverses Wilkeson or within the SR-165 right-of-way located on the eastern boundary of the Town. As these plans are made all appropriate agencies, including WSDOT will be involved.

Pedestrian and Bicyclist Facilities

Citizen interest in improving pedestrian and bicyclist facilities complements the GMA goal of encouraging multi-modal travel. There are now sidewalks on both sides of Railroad Avenue, the south side of Cedar Street, the north sides of Albert and Roosevelt Streets, on portions of Cothary and Hill Streets, and the north side of SR 165. Almost all streets within Wilkeson are either Town owned or privately owned with posted speed limits of 25 mph or less. Nearly every place within the town proper is walkable within ½ mile or less. From the center of town, every public facility is walkable within ¼ mile. Bicyclist facilities are limited in that Wilkeson does not have any dedicated bike lanes, bike routes, or off-street bike paths. However, the vacated Burlington Northern right-of-way and existing SR-165 right-of-way located along the south side of SR 165 from near the eastern Town limits to Town Hall is paved and provides a shared bike and pedestrian pathway that could eventually connect to the larger regional Foothills Trail.

Transit Service

As noted above, Pierce Transit in the last decade reduced its service area, pulling back from areas of Pierce County that had relatively infrequent service, low ridership and limited taxpayer support for the additional funding needed to maintain existing service. The closest bus service to Wilkeson is now located in Sumner, Puyallup and South Hill approximately 20 miles from the Town. This distance makes the use of transit for commuter trips and in support of other activities challenging, if not impractical, for most residents and employees. Wilkeson's goals and policies provide for

coordination with Pierce Transit for future route planning when conditions change to support enhanced service to the Wilkeson area.

Transportation Demand Management

Transportation demand management (TDM) strategies can help create or preserve existing capacity of roadways by reducing demand, thereby deferring or negating the need for capacity improvements. TDM strategies focus on increasing the availability of alternative transportation modes, discouraging single-occupancy-vehicle (SOV) use, and reducing time of travel. Given Wilkeson's remote location, small size, relatively low population density and low employment levels, there are practical limitations on how effective certain TDM strategies may be in managing the capacity of roadways to meet projected growth. In addition, chronic funding limitations have led to Pierce Transit reducing its service area and the number of routes and frequency of service within the reduced service area. This has reduced the availability of bus service in east Pierce County, making it an even less viable option for residents of Wilkeson. Nonetheless, as conditions change within the community and surrounding region over the planning horizon, an increasing number of the following examples of TDM strategies may warrant consideration:

- Increasing the availability of transit and paratransit to east Pierce County;
- Encouraging the use of high occupancy vehicles and related programs, e.g., buses, carpools and vanpools;
- Providing a more continuous system of sidewalks, walkways and bikeways servicing the community; and
- Encouraging employers to promote commuter trip reduction practices in the work place through employee incentives for using high occupancy vehicles, preferential parking for high occupancy vehicles, improved access for transit vehicles, compressed work weeks, flexible work hours, and telecommuting;
 - Providing facilities and services which make multimodal travel more convenient, e.g., covered transit stops and shuttle services to regional transit centers; and
 - Using traffic calming strategies to reduce vehicular speeds and enhance the safety of pedestrians and bicyclists, thereby maximizing pedestrian and bicycle mobility. Examples of traffic calming strategies include the use of raised crosswalks, traffic circles, medians (especially near intersections), narrow driving lanes, interrupted sight lines, narrow distance between curbing to create "neck-downs" or "chokers" (curb extensions), textured pavement, and neighborhood speed watch programs.

Funding Capability and Resources

Historically, Wilkeson has relied on a pay-as-you-go approach to funding local street maintenance. For new development, developers will pay for new infrastructure, including streets, sidewalks, bike trails and associated transportation facility improvements, with the Town assuming long-term maintenance responsibilities for these new facilities.

Planning, design and construction of transportation facilities that cross jurisdictional lines need to be coordinated with neighboring governmental entities. Also, transportation projects that influence or impact the neighboring governmental jurisdiction need to be coordinated. In Wilkeson, this coordination has been and will continue with Pierce County Public Works Department and the

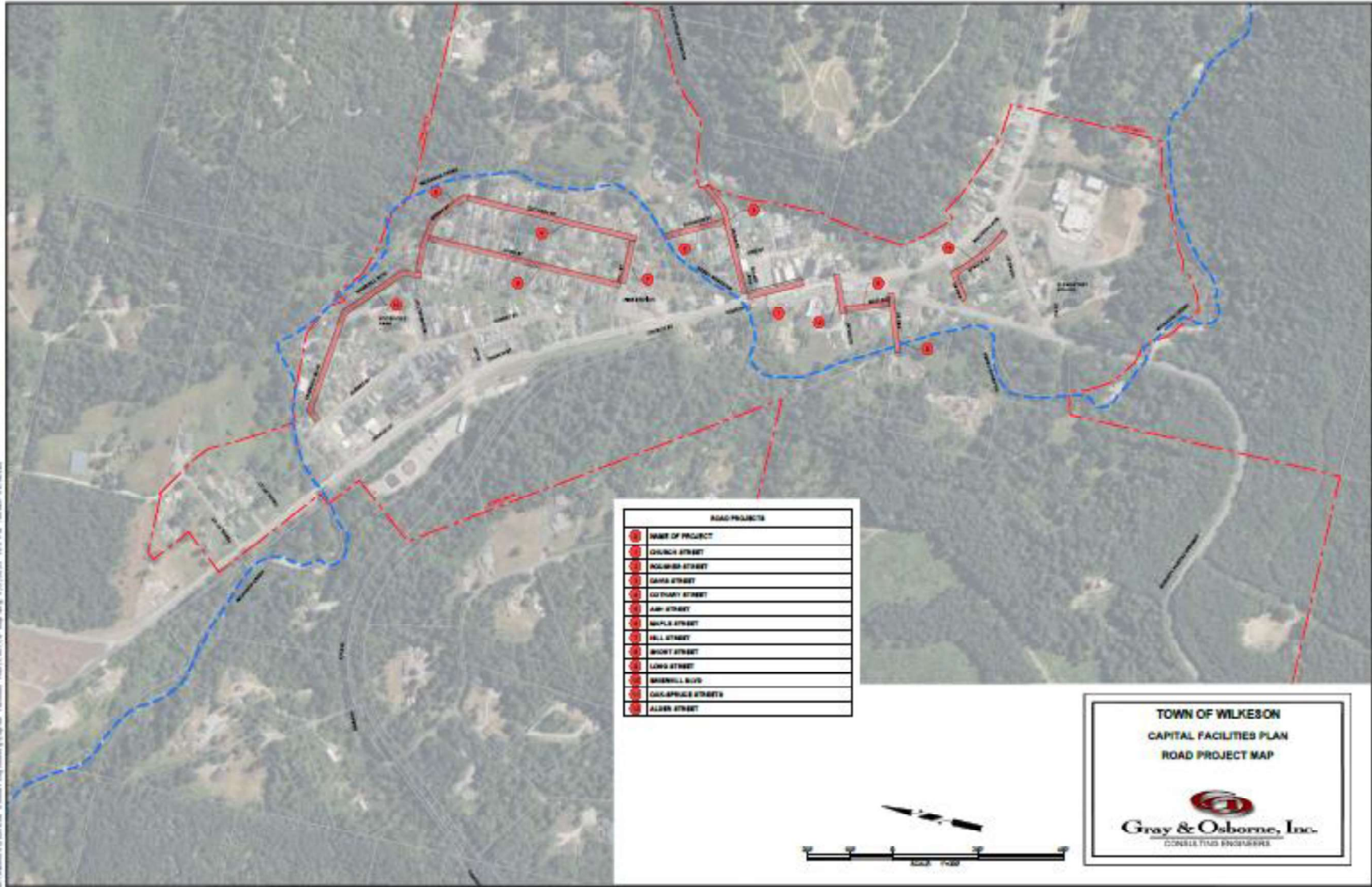
Washington State Department of Transportation. GMA requirements regarding the financing and funding of transportation-related improvements are addressed in the capital facilities element and goals and policies of this comprehensive plan.

Capital Improvement Plan

The Town of Wilkeson 6-year Transportation Improvement Plan, adopted in 2020 is included in the following table. The primary outside funding source for Town transportation projects is the Washington State Transportation Improvement Board (TIB).

Table 7-1 6-Year Transportation Improvement Plan

Project Number	Project Name	Year of Completion	Funding Source	Estimated Project Cost (2020)
1	Church Street	2024	TIB	\$45,000
2	Rousher Street	2024	TIB	\$163,000
3	Davis Street	2024	Other	\$639,000
4	Cothary Street	2025	TIB, Local	\$388,000
5	Ash Street	2025	Other	\$239,000
6	Maple Street	2026	Other	\$102,000
7	Hill Street	2026	TIB, Local	\$119,000
8	Short Street	2027	TIB, Local	\$112,000
9	Long Street	2027	TIB, Local	\$244,000
10	Brierhill Boulevard	2027	TIB, Local	\$226,000
11	Oak-Spruce Streets	2028	Other	\$99,000
12	Alder Street	2028	Other	\$100,000
13	Vine Street	2028	Other	\$318,000
14	Pearl Street	2028	Other	\$381,000



Goals and Policies

The transportation goals for the Town of Wilkeson are to emphasize the movement of people and goods rather than vehicles in order to obtain the most efficient use of transportation facilities, and to establish a minimum level of adequacy for transportation facilities throughout the Town through the use of consistent and uniform standards.

The transportation goals contained in this element are:

- Consistency with Regional Growth Strategy
- Provision of transportation facilities;
- Parking and load/unload areas;
- Air quality; and
- Citizen participation.

Goal 1: Consistency with Regional Growth Strategy

Wilkeson shall adopt, maintain and implement goals, policies, regulations and programs as necessary to ensure consistency with VISION 2050 Multicounty Planning Policies and Pierce County Countywide Planning Policies.

Policies:

- 1.1 Wilkeson should promote a sustainable transportation system that assures the ability of future generations to provide transportation infrastructure and services in an effective, efficient, clean, and cost effective manner.
- 1.2 Wilkeson should improve safety in the transportation system by working toward the state's "zero death and disabling injury" target.
- 1.3 Wilkeson should strive toward including the following facilities and system components in its multi-modal network and supporting the inclusion of such facilities in adjoining networks.
 - roads, including major highways, arterials and collectors;
 - public transit, including bus, vanpool, paratransit, and park and ride lots and other emerging concepts;
 - nonmotorized facilities;
 - parking facilities;
 - facilities related to transportation demand management.
- 1.4 Wilkeson should consider the impacts of its planning activities on neighboring jurisdictional roadway facilities, including SR-165 (Washington State Department of Transportation), when developing and administering its level of service standards.
- 1.5 Wilkeson should adopt LOS standards for streets and other transportation facilities that are set below existing levels, thereby allowing reserve capacity for growth and minimizing the need for new capital investment. This includes the arterial LOS as defined in the 2016 Pierce County Comprehensive Plan Update Transportation Element

and the rural highway LOS set by the Washington State Department of Transportation for SR-165. To maintain its existing rural and small town character, Wilkeson adopts Level of Service standard for “D” for its Town roadway facilities and services, and Level of Service of “C” for the State Highway.

- 1.6 Wilkeson should determine the adequacy of transportation facilities taking into account existing development, approved but unbuilt development, current and future roadway conditions, and multiple modes of transportation through utilization of capacity-to-demand LOS, the availability of capacity based on current and future demand, and appropriate standards of design across jurisdictional lines.
- 1.7 Wilkeson should address substandard LOS for existing facilities by:
 - designating funding mechanisms;
 - prioritizing facility needs in capital improvement and transportation improvement programs to correct existing deficiencies;
 - using transportation demand management;
 - using transportation systems management to promote cost effective methods of moving people and goods;
 - promoting nonmotorized travel.
- 1.8 In the event that regional transit or other transportation services become available to the community, Wilkeson should work in cooperation with the appropriate transit or transportation agency to establish policies and/or regulations for park and ride facilities, and parking requirements for public facilities, so as to encourage public transit use.
- 1.9 Wilkeson should address concurrency through the following methods:
 - providing transportation facilities needed to accommodate new development within six years of development approval;
 - limiting new development to a level that can be accommodated by existing facilities and facilities planned for completion over the next six years;
 - encouraging new and existing development to implement measures to decrease congestion and enhance mobility through transportation demand and congestion management.
- 1.10 Wilkeson should address compatibility between land use and transportation facilities by:
 - Requiring new transportation facilities and services in areas in which new growth is appropriate or desirable to be phased within a twenty-year time frame consistent with six-year capital improvement programs;
 - Using development regulations to ensure that development does not create demands exceeding the capacity of the transportation system;
 - Using land use regulations to increase the modal split between automobiles and other forms of travel by requiring pedestrian-oriented design, encouraging mixed use development, and facilitating ease of access for physically challenged individuals;

- 1.11 Wilkeson should plan and implement programs, as appropriate, for designing, constructing and operating transportation facilities for all users, including motorists, pedestrians, bicyclists, and transit users.
- 1.12 Wilkeson should address environmental impacts of the transportation policies through:
 - programming capital improvements and transportation facilities, such as bicycle/pedestrian facilities, that designed to alleviate and mitigate impacts on land use, air quality and energy consumption;
 - locating and constructing transportation improvements so as to discourage adverse impacts on water quality and other environmental resources.
- 1.13 Wilkeson should use low-impact development practices or environmentally appropriate approaches for the design, construction and operation of transportation facilities to reduce and mitigate environmental impacts, including, but not limited to, storm water runoff from streets and roadways.
- 1.14 In cooperation with transit agencies, Wilkeson should promote facilities and services to encourage alternatives to automobile travel and/or to reduce the number of vehicle miles traveled.
- 1.15 Wilkeson should consider a number of financing measures including but not limited to:
 - general revenues;
 - fuel taxes;
 - bonding;
 - grants;
 - public/private partnerships, and public/public partnerships; and
 - assessment and improvement districts, facility benefit assessments, impact fees, dedication of right-of-way and voluntary funding agreements.
- 1.16 Wilkeson should protect transportation investments and the preservation of assets through proper operations and maintenance.
- 1.17 Wilkeson should protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses by using transportation-related preparedness, prevention, mitigation, response, and recovery strategies and procedures adopted in applicable emergency management plans and hazard mitigation plans and the Washington State Comprehensive Emergency Management Plan.

Goal 2: Provision of Transportation Facilities

Wilkeson shall plan for facilities for motorists, transit users, pedestrians, and bicyclists as required to meet levels of service and design goals established by this comprehensive plan.

Policies:

- 2.1 Wilkeson should develop a network of safe routes for pedestrians and bicyclists to schools, parks, government buildings, and commercial mixed-use areas. Facilities

may be developed in the same right-of-way as streets, but non-street alternatives such as a Foothills Trail extension may be developed in coordination with, and with connections to, facilities located within street rights-of-way. Pedestrian, bicyclist, and motor vehicle facilities should provide physical separations for the different travel modes wherever possible. Wilkeson should employ traffic calming strategies where appropriate to maximize the mobility of pedestrians and bicyclists.

- 2.2 Utility infrastructure, lighting, and landscaping requirements should be addressed early in street design and redesign processes. Locations and configurations of utilities, street lights, and landscaping should be included in all street designs.
- 2.3 All transportation system improvements shall comply with the requirements of the Americans with Disabilities Act (ADA).
- 2.4 Where an existing right-of-way is not wide enough to accommodate transportation facilities in conformance with transportation goals and policies, Wilkeson should seek to acquire enough additional right-of-way to enable conformance. No encroachment into the right-of-way should be granted and no right-of-way should be vacated if such action has the potential to interfere with current or future implementation of transportation goals and policies.
- 2.5 Streets should be landscaped in accord with community character goal and policies and other applicable goals and policies of the land use element. Landscape design should ensure that visibility is not blocked at intersections or where there is limited sight distance. Plant species that do not damage pavement should be used. In addition, vegetation should be pruned on a regular schedule to ensure good visibility.
- 2.6 Street lights should be included as necessary to ensure safety of motorists, pedestrians, and bicyclists. Street lights should be designed and installed to ensure that motorists' and law enforcement officers' visibility is not impeded by glare.
- 2.7 Wilkeson should address safety issues at locations where the number of accidents involving personal injury or significant property damage exceed the Washington State Department of Transportation's threshold for governmental action. Traffic calming devices may be installed where appropriate. Where engineering changes are to be made, a traffic engineer should be consulted to assist with the design.
- 2.8 Street designs should minimize the paved area needed to achieve levels of service established in this comprehensive plan. Designs of parking lots and other paved facilities should use pervious pavement or other surface materials and design solutions that allow infiltration and minimize stormwater runoff to the extent practicable.
- 2.9 All new construction or reconstruction of streets shall include adequate provisions for sidewalks for pedestrian (non-motorized) travel. Arterial streets and collector roads shall also include provisions for sidewalks for pedestrian travel.
- 2.10 The Town and the School District shall jointly identify major pedestrian routes to the Wilkeson School. The Town should adopt a program to provide those routes with pedestrian facilities where none exist as soon as possible with the Town's financial capability.

Goal 3: Parking and Load/Unload Areas

Parking and load/unload facilities shall accommodate all transportation modes.

Policies:

- 3.1 Maximum motor vehicle parking standards should be established for various types of development. Shared parking facilities should be encouraged. Parking areas should include plantings of vegetation appropriate for the setting. Adequate lighting and safe, handicapped accessible walkways should be provided in all parking areas. Parking lots and vehicle load/unload areas should not interrupt or block pedestrian and bicycle facilities that access or circulate through an area. Parking near intersections should be prohibited to ensure good visibility at the intersection. Motor vehicle parking lanes should be separate from bicycle lanes. Where a destination requires significant parking facilities, off-street parking should be required.
- 3.2 A minimum number of bicycle parking spaces should be established for different types of development. Bicycle parking facilities should include sufficient covered areas for bicyclists to load and unload packages, mount and unmount wheels, don rain gear, etc. The parking area should be conveniently located, well lit, and provide a method for securing bikes.
- 3.3 Development characterized by a high number of deliveries and pickups should provide a dedicated off-street area for delivery and pickup. Delivery and pickup areas for such destinations should not serve as parking areas. Travelers entering the destination should not be forced to cross the delivery and pickup area in order to reach the entrance of the destination.

Goal 4: Air Quality

Wilkeson should support projects and programs that help to meet and maintain federal and state clean air requirements, as well as regional air quality policies and programs.

Policies:

- 4.1 The Wilkeson transportation system should conform to the federal and state Clean Air Acts by maintaining conformity with the Metropolitan Transportation Plan of the Puget Sound Regional Council and by following the requirements of Chapter 173-420 of the Washington Administrative Code.
- 4.2 Wilkeson should work with the Puget Sound Regional Council, the State Department of Transportation, Pierce Transit, and other jurisdictions in the development of transportation control measures and other transportation and air quality programs where warranted.
- 4.3 Wilkeson should promote and support public education efforts aimed at reducing activities that result in air pollution, especially transportation-related pollution.
- 4.4 To promote the reduction of criteria pollutants for mobile sources (WAC 173-420-080) Wilkeson should reduce the community's reliance on the automobile as the primary method of transportation by encouraging alternative modes of transportation through the policies outlined in Goal 1 of this element and other complementary strategies as appropriate.

Goal 5: Citizen Participation

Wilkeson shall facilitate the involvement of interested citizens in planning transportation system improvements.

Policies:

- 5.1 Where major improvements are planned, interested citizens should be asked early in the design process to provide their inputs concerning the improvements. Some or all of the following techniques may be used: citizen advisory committees, citizen workshops, public hearings, and public bulletins. Where minor improvements will affect a specific neighborhood, neighborhood residents should be provided with an opportunity to provide their inputs and comment on designs.

Chapter 8 Capital Facilities Element

Overview

Introduction

The Town of Wilkeson is situated near the northwestern foothills of Mount Rainier, midway between Tacoma and Mount Rainier National Park, approximately 60 miles southeast of Seattle. The location of Wilkeson is shown on Figure 1-1. The Town covers approximately 277 acres and had a US Census 2020 population of approximately 499 residents.

The purpose of the Capital Facilities Element is to set policy direction for determining capital improvement needs and for evaluating proposed capital facilities projects. The element also establishes funding priorities and a strategy for utilizing various funding alternatives. It represents the Town's policy plan for the financing of public facilities for the next 20 years and includes a six-year financing plan for capital facilities.

The Capital Facilities Element promotes efficiency by requiring the Town to prioritize capital improvements for a longer period than a single budget year. It also requires coordination between other government bodies to ensure that all levels of government are working together to help the Town achieve its community vision. Long range financial planning presents the opportunity to schedule projects so that various steps in development logically follow one another, regarding relative need, economic feasibility, and community benefit. In addition, the identification of funding sources results in the prioritization of needs and requires that the benefits and costs of projects are evaluated explicitly.

The Capital Facilities Element is concerned with needed improvements that are of relatively large scale, are generally nonrecurring high cost, and may require multi-year financing. Day-to-day operating items such as paper, desks, and shovels are not included. The list of facilities and improvements has been limited to major components to analyze community needs at a level of detail that is both manageable and reasonably accurate.

For purposes of this Capital Facilities Element, capital improvements are those major facilities or items which cost \$5,000 or more and which require the expenditure of public funds over and above annual operating expenses. These facilities and items will generally have a life or use expectancy of more than ten years and will result in an addition to the Town's fixed assets and/or extend the life or usefulness of existing capital improvements. The cost of capital improvements may include design, engineering, permitting, environmental work, land acquisition, construction, landscaping, initial furnishings, and equipment.

Facilities and improvements which cost less than \$5,000, routine maintenance (e.g. painting and reroofing), and the Town's rolling stock (e.g. police cars, public works trucks/trailers) will be addressed in the Town's annual budget and not within this Capital Facilities Element. The element will also not include the capital expenditures or improvements of private or nonprofit organizations that provide services or facilities to the public.

Relationship to Other Elements and Facility Plans

Most information about facilities is contained in other elements and documents. To avoid redundancy, this capital facilities element provides references to information contained in other elements and documents instead of repeating information.

Utilities and Transportation Elements

The Utilities and Transportation Elements (chapters) of the Comprehensive Plan are concerned with many of the same public facilities as the capital facilities element. To improve readability of the Comprehensive Plan, all topics related to Wilkeson-owned public utilities and streets are consolidated in the Utilities and Transportation elements except the capital improvement program. Specifically, those elements contain facility inventories, existing demand and capacities, levels of service, and future needs for electric, water, sanitary sewer, stormwater, and transportation facilities. Where an improvement will result in capacity changes in a utility, capacity information for the improvement is included in the Utilities Element. The Utilities Element contains additional references to other utility or facility plans as necessary for more detailed information. Detailed project descriptions are available for future projects in the Wilkeson Town Clerk.

Parks, Recreation and Open Space

The Parks, Recreation and Open Space Element of this Comprehensive Plan is concerned with public parks, trails and recreation facilities and contains facility inventories, existing demand and capacity, levels of service, future needs, and project information for Wilkeson's park and recreation facilities.

Organization of the Capital Facilities Element

The capital facilities element is organized into the following sections:

- Overview
- Public schools, Land, and Buildings
- Goals and Policies
- Level of Service Standards
- Current and possible Funding Sources
- Six-year Capital Improvements Program

Planning Requirements

Washington State Growth Management Act

Washington State's Growth Management Act (GMA) requires municipalities to ensure that public facilities and services necessary to support development are adequate to serve development at the time development is available for occupancy and use without decreasing current service levels below locally established minimum standards (RCW 36.70A.020(12)).

Section RCW 36.70A.070(3) of the GMA requires that all comprehensive plans contain:

A capital facilities element consisting of:

- a. An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities;*
- b. a forecast of the future needs for such capital facilities;*
- c. the proposed locations and capacities of expanded or new capital facilities;*
- d. at least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes;*
and

- e. *a requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent.*

The GMA requirement is frequently referred to as “concurrency”. Comprehensive Plans must be internally consistent documents (RCW 36.70A.070), meaning all plan elements must be consistent with the future land use map prepared as part of the required Land Use Element (RCW 36.70A.070). Therefore, the Capital Facilities Element has bearing on other constraints such as utility availability, environmental constraints from wetlands, shorelines, slopes and other critical areas, the availability of a variety of motorized and non-motorized transportation facilities, housing and land uses.

VISION 2050 Multicounty Planning Policies (MPPs)

Education

VISION 2050 contains policies related to education obtainment, services, and the siting of education facilities. It calls for ensuring accessible and high-quality education and skills-training programs to all of the region’s residents and integrates the provision of education facilities and services with care for the environment. VISION addresses the provision of educational facilities and services that are provided to both urban and rural populations by calling for the siting of schools, institutions, and other community facilities that primarily serve urban populations within the urban growth area in locations where they will promote the local desired growth plans. It also calls for locating schools, institutions, and other community facilities serving rural residents in neighboring cities and towns and design these facilities in keeping with the size and scale of the local community.

Environment

VISION 2050 provides numerous policies for protection of the environment, all aimed at implementing the stated Environmental Goal - *“The region cares for the natural environment by protecting and restoring natural systems, conserving habitat, improving water quality, and reducing air pollutants. The health of all residents and the economy is connected to the health of the environment. Planning at all levels considers the impacts of land use, development, and transportation on the ecosystem.”*

Urban Services

Urban services addressed in VISION 2050 include wastewater and stormwater systems, solid waste, energy, telecommunications, emergency services, and water supply. An overarching goal of VISION 2050 is to provide sufficient and efficient public services and facilities in a manner that is healthy, safe, and economically viable. Conservation is a major theme throughout VISION 2050.

Pierce County Planning Policies

Pierce County updated its Countywide Planning Policies (CPPs) in 2022 (Pierce County Ordinance No. 2022-46s). The major focus of the CPPs with respect to capital facilities is compliance with the GMA with respect to urban growth areas, siting educational facilities and protecting the environment. The following are CPPs related to capital facilities:

UGA-12: Capital facilities plans shall identify existing, planned, and future infrastructure needs within Urban Growth Areas.

12.1: The County and each municipality in the County should identify appropriate levels of service and concurrency standards that address schools, sewer, water, and parks.

12.2: The County and each municipality in the County shall identify appropriate levels of service and multimodal concurrency standards that address roads.

UGA-13: Within the delineated urban growth areas, the County, and each municipality in the County, shall adopt measures to ensure that growth and development are timed and phased consistent with the provision of adequate public facilities and services.

13.1: "Adequacy" shall be defined by locally established service level standards for local facilities and services both on the site and off-site. For facilities and services provided by other agencies, adequacy shall be defined by level of service standards mutually agreed upon by the service provider and the jurisdiction served. The definition of levels of service standards may allow for the phasing-in of such standards as may be provided in the capital facilities element of County or municipal comprehensive plans.

13.2: "Public facilities" include:

13.2.1: Streets, roads, highways, sidewalks, street and road lighting systems, and traffic signals;

13.2.2: Domestic water systems;

13.2.3: Sanitary sewer systems;

13.2.4: Storm sewer systems;

13.2.5: Parks and recreational facilities; and

13.2.6: Schools.

13.3: "Public services" include:

13.3.1: Fire protection and suppression;

13.3.2: Law enforcement;

13.3.3: Public health;

13.3.4: Education;

13.3.5: Recreation;

13.3.6: Environmental protection;

13.3.7: Access to broadband internet; and

13.3.8: Other government services, including power, transit, and libraries.

13.4: Public Sanitary Sewer Service. The following policies shall be applicable to the provision of public sanitary sewer service in the County and its municipalities:

13.4.1: Relationship of Sewer Interceptors to Comprehensive Plans. The timing, phasing and location of sewer interceptor expansions shall be included

in the capital facilities element of the applicable municipal or County comprehensive plans and shall be consistent with Countywide Planning Policies, the Urban Growth Area boundaries and the local comprehensive land use plan. The phased expansions shall be coordinated among the County and the municipalities therein and shall give priority to existing unserved urbanized areas within the Urban Growth Area except as provided in 13.4.2 a. and b. below.

13.4.2: Public Sewer Interceptor and Service Extensions/Expansions.

- a. Public sewer interceptors shall only extend or expand outside of Urban Growth Areas where:
 - (i) Sewer service will remedy ground water contamination and other health problems by replacing septic systems;
 - (ii) A formal binding agreement to service an approved planned development was made prior to the establishment of the Urban Growth Area; or
 - (iii) An interceptor will convey wastewater originating within a designated Urban Growth Area to sewerage facilities in another designated Urban Growth Area.
- b. New sanitary sewer service inside Urban Growth Areas must follow phasing of capital facilities as provided in the municipality's adopted comprehensive plan or any adopted Sewer Master Plan unless:
 - (i) Sewer service will remedy ground water contamination and other health problems by replacing septic systems and community on-site sewage systems;
 - (ii) A new municipality incorporates;
 - (iii) A formal binding agreement to service an approved planned development was made prior to the establishment of the Urban Growth Area; or
 - (iv) An interceptor will convey wastewater originating within a designated Urban Growth Area to sewerage facilities in another designated Urban Growth Area.
- c. New sanitary sewer service connections from interceptors shall not be made available to properties outside the Urban Growth Area except as provided in (a) above.
- d. Sanitary Sewer service shall not be provided in areas designated "rural," except as provided in 13.4.2(a)(i)(ii).
- e. A sewer interceptor or trunk line constructed or planned for construction through a rural area to convey wastewater from a designated Urban Growth Area to sewerage facilities in a designated Urban Growth Area shall not constitute a change of

conditions that can be used as the basis for a change in land use designation or urban/rural designation, either for adjacent or nearby properties.

13.4.3: On-Site and Community Sewage Systems.

- a. In order to protect the public health and safety of the citizens of Pierce County and of the municipalities in the County, to preserve and protect environmental quality including, but not limited to, water quality and to protect aquifer recharge areas, to work toward the goal of eliminating the development of new residential and commercial uses on on-site and community sewage systems within the urban areas in the unincorporated County or within municipal boundaries consistent with the Countywide Planning Policies, the County and each municipality shall adopt policies on the use of on-site and community sewage including:
 - (i) The most current Tacoma-Pierce County Board of Health Land Use Regulations for On-Site and Community Sewerage Systems.
 - (ii) Policies which require connection to sanitary sewers when they are available in the following circumstances:
 - a. If a septic system fails;
 - b. For all new development except existing single-family lots; and
 - c. For development with dry sewer systems.
 - (iii) If sewer service is not available, dry sewer facilities shall be required unless the local jurisdiction has adopted criteria that otherwise must be met.
 - b. New industrial development on community or on-site sewage systems shall not be allowed in urban areas in the unincorporated County or within municipal boundaries. Sanitary facilities necessary for recreation sites may be exempt from this policy.
 - c. It is not the intent of these policies to require any individual property owner on an existing, properly permitted and functioning septic system to connect to a public sewer unless:
 - (i) The septic system fails;
 - (ii) The system is not in compliance with the most current version of the Tacoma-Pierce County Board of Health Land Use Regulations or the current use of the property changes;
 - (iii) The density of development on the property increases;

(iv) The existing septic system was originally permitted as an interim system to be abandoned when sewers became available; or

(v) A municipality has a mandatory policy.

13.4.4: Achieving an adopted Level of Service.

a. The County, each municipality, and sewer providers shall work together to achieve adopted levels of service for sewers. All sewer service providers shall work with municipalities to process sewer permits in a manner that allows municipalities to comply with timelines imposed under RCW 36.70B.080(1).

b. The County, each municipality, and their sewer providers shall work to secure funding sources to achieve the adopted levels of sewer service such as:

(i) Grants;

(ii) Public Works Trust Fund;

(iii) State Revolving Fund;

(iv) Centennial Clean Water Fund; or

(v) Municipally imposed surcharges to fund sewer improvements in the jurisdictions where the surcharges are collected.

13.4.5: The availability or potential for availability of sewer treatment plant capacity shall not be used to justify expansion of the sewer system or development in a manner inconsistent with the Countywide Planning Policy, Urban Growth Area boundaries and the applicable municipal or County comprehensive land use plans.

13.6: Urban government services shall be provided primarily by cities and urban government services shall not be provided in rural areas.

13.7: Public facilities and services will be considered available "at the time of development" as follows:

13.7.1: As to all public facilities and services other than transportation, if the facility or service is in place at the time demand is created, or if the County or municipality has made appropriate provision to meet the demand for the public facility or service through one or more of the following techniques:

a. Inclusion of the public facility or service in the applicable County or municipal capital facilities plan element and specification of the full source of the funding for such project;

b. Impact fees;

c. Required land dedication;

- d. Assessment districts;
 - e. User fees and charges;
 - f. Utility fees; or
 - g. Other.
- 13.7.2: As to transportation facilities, if needed transportation improvements are within the then existing 6-year capital facilities plan element and program, but only if a specific financial commitment to the transportation improvement project has been made.
- 13.7.3: Public facilities and services will not be considered available at the time of development unless they are provided consistently with the applicable level of service standards adopted in the capital facilities element of the Comprehensive Plan.
- 13.8: Public facility and service adequacy shall be determined by the County, and each municipality in the County, based upon:
- 13.8.1: The specific public facility or service;
 - 13.8.2: The adopted or established level of service standard;
 - a. Established by each municipality for local facilities and services;
 - b. By mutual agreement between provider and municipality served for other facilities and services; or
 - c. Established through interlocal agreements for cross-jurisdictional facilities and services.
 - 13.8.3: The current usage of the existing public facilities and services, existing development commitments and obligations, the vested or non-vested status of pipeline approvals or existing lots of record, and new development applications; and
 - 13.8.4: Where development projects partially meet adequacy of public facilities and services standards, development approval may be authorized for that portion of the project that meets the adequacy standards or the project may be phased to coincide with the phasing of future availability of adequate public facilities and services.
- 13.9: Facility and service provision/extension to new development areas shall be subject to the following:
- 13.9.1: Imposition of requirement for payment of the full, but fair, share of costs of needed facilities and services on the new development through:
 - a. Impact fees;
 - b. Assessment districts;
 - c. User fees and charges;
 - d. Surcharges;

- e. Dedication;
- f. Utility fees, or
- g. Other, as appropriate.

13.9.2: Consideration of the total impact of the facility or service extension on the achievement of other policies, goals and objectives, in addition to the impact on the area being served.

13.9.3: If necessary to minimize off-site impacts, specify that such service extensions (e.g., sewer, water) are not subject to connection by intervening landowners.

ED-5: Determine specific siting requirements for all public and private educational facilities and meet specific educational facility needs by:

- 5.1: Locating schools in a manner that is consistent with the local comprehensive plan, including the capital facilities element;
- 5.2: Deciding all facility locations, types and sizes with consideration for the provision of other necessary public facilities and services and the compatibility and effect of the provision of such facilities on land use and development patterns; and
- 5.3: Working toward standards that would prioritize the location of these facilities to be in urban areas, with consideration to existing facilities in rural areas.

ENV-23: Coordinate watershed planning and land use planning activities and implementation activities within a watershed boundary by undertaking actions such as:

- 23.2: Recognizing that watershed planning may be useful in analyzing changes in stream hydrology, flooding, water quality and capital facilities under different land use scenarios;

Wilkeson-Owned Capital Facilities

Introduction

Capital facilities in Wilkeson that are not associated with utilities, transportation, or parks and recreation consist of Wilkeson-owned land and buildings. This section provides basic information about those facilities. All of the facilities discussed in this element are owned and operated by Wilkeson except school facilities. Information about school facilities is included to ensure that all capital facilities owned by public entities are addressed.

Wilkeson Owned Land and Buildings – Excluding Utilities

Wilkeson owns several tracts of land for the purpose of delivering urban services. The table below summarizes information about Wilkeson's land and buildings, except those associated with parks and recreation.

Location, Size and Use	Improvements
<p><u>540 Church Street</u> Approximately 0.65-acre Town Hall Building, Library and associated parking</p>	<p>Existing: This two-story ~9,000sf building is the Town Hall. Town offices and the Council Chamber are on the upper floor. The basement is largely vacant.</p> <p>Planned: The Town Plans to Remodel the building in 2028 using local funding at an approximate cost of \$3,200,000.00</p>
<p><u>220 Church Street</u> Approx. 2.6 acres Public Works Facility</p>	<p>Existing: The two Public Works outbuildings are 800sf and 640sf, respectively. Both are in average condition and used for storage.</p> <p>Planned: There are no plans to remodel or add facilities to the Public Works buildings at this time.</p>
<p><u>501 Church Street</u> Approximately 0.63-acre Fire Station</p>	<p>Existing: The Fire Station was constructed in 1987 on Church Street to the south of Hill Street. The facility was painted in 2024 and the asphalt roof was replaced with metal roofing. There was a light remodel to the interior completed in 2024, to create a community center area when fire staffing allows. The fire station is roughly 4,000sq/ft and should meet the needs of the Town for the 20-year horizon and beyond. The Town contracts fire protection services and emergency medical services through an interlocal agreement with the City of Buckley Fire Department as well as Carbonado Fire Department to provide fire department functions.</p> <p>Planned: No immediate plans to upgrade. However, there is a joint parks project in the parking lot that is described in Chapter 5, the Parks, Recreation and Open Space Element.</p>
<p><u>27807 Johns Road E.</u> Approximately 4.07 acres Wilkeson Town Cemetery</p>	<p>Existing: Cemetery is less than one-half full and was expanded in 2022</p> <p>Planned: Landscaping is planned in 2024 and 2025 using logging funds at an approximate cost of \$25,000.</p>

Wilkeson’s Forestry Program

Under the state definition, forestland or designated forestland is any parcel of land or contiguous group of parcels that is over five acres in land and are devoted primarily to growing and harvesting timber. The term includes incidental uses that are compatible with growing and harvesting of timber but no more than 10% of the land maybe be used for incidental uses (RCW 84.33.035(5)). The Town of Wilkeson currently has two parcels of land that are set aside for timber management. Wilkeson has a Forestry Management Plan that was developed by a forester, based on the age and maturity of the stands as they existed in 1991. This plan has been updated as needed and as sections are harvested and replanted. Wilkeson uses its forestry program both as a source of open space pursuant to RCW 36.70A.160 and RCW 84.34.200 and as a source of municipal revenue.

The State of Washington mandates that municipalities may not sell to exporters (WAC 240-15-015 and 240-15-020). Wilkeson’s timber harvesting and processing practices conform to WAC 240-15. These lands create a unique revenue source for the Town of Wilkeson that is utilized in many ways. These funds have been used historically to assist in funding capital projects and necessary repairs and upgrades to Town-owned infrastructure, equipment and vehicles.

Wilkeson Watershed and Tree Farm APN-0619283001

This 155-acre parcel contains 15 acres of land that is reserved for the water utility and protects the water infrastructure, including holding tanks, source wells, pumps, chlorine system and system telemetry. Because of this infrastructure and numerous critical areas on the site, public use is restricted. Only authorized staff and officials may enter this area.

This parcel is divided into six sections. Of these, five sections comprising 140 acres are included in the Timber Management Plan for harvesting. The remaining 15-acre areas are a dedicated Watershed Protection Area. All harvests will result in subsequent replanting. After harvesting, new target management dates will be updated.

Harvesting Plan

Section	Acres	Description (updated 2013)
1	32	Possible commercial thinning in 2018. Full harvest target 2030-2040 with full replanting after the harvest.
2/4	41	Harvested in 2013. Planted in winter 2014. Monitor for stand health and vegetative competition. Check for possible commercial thinning beginning in 2034. Final harvest target range 2060-2070.
3	21	Harvested in 2023. Replanted in winter of 2023-2024.
5	26	Check for possible commercial thinning around 2018. Target harvest date 2045-2055.
6	18	Harvested and replanted in winter of 2023-2024. This area requires overhead cable/tower logging. Considerations include property lines, location of type in relation to downtown Wilkeson, safety, etc.
7	15	Watershed Protection Area – Logging Activity Prohibited

The other properties noted on the map are currently held by various timber resource groups, with only two parcels held privately. This comprehensive list of parcels was submitted to RCO along with the recent grant application for the Weyerhaeuser property purchase. The intent is to allow future acquisition if one or more of these parcels should they come up for sale between funding cycles, and there are funds available. The purpose of these parcels would be primarily timber management, however, adding features for public use is an option, if there is feasibility and funding for development activities.

Capital Facilities Owned by Others

Public Schools – White River School District Owned

Wilkeson is part of the White River School District. Within Wilkeson is the historic Wilkeson Elementary School. This building was constructed out of local sandstone in 1913 but was recently modernized. The school serves about 260 students in 1st-5th grades at the 640 Railroad Avenue campus.

Capital Facilities Goals and Policies

This section contains the goals and policies that will guide the design, construction, operation, maintenance, renovation, removal, cost management, and financing of capital facilities in Wilkeson for 20 years following adoption of the comprehensive plan update. Goals and policies are organized into the following categories:

- Service standards
- Environmental impacts
- Facility and service providers
- Costs and financing
- USA and annexations
- Interjurisdictional coordination
- Consistency with other comprehensive plan elements
- Concurrency

Goal 1: Service Standards

Wilkeson shall ensure that adequate urban facilities and services are provided to all citizens and residences, businesses, and other establishments within Wilkeson's boundaries. Where Wilkeson's service area for a particular facility or service extends beyond Wilkeson's boundaries, extensions shall be planned and built to a master plan that will ensure adequacy for the entire service area.

Policies:

- 1.1 **Facility Plans.** Facility-specific plans shall be prepared as needed to define Wilkeson's approach to achieving adopted levels of service within Wilkeson's current boundaries. These plans shall be consistent with Wilkeson's comprehensive plan and should include projects and programs that upgrade substandard facilities within 20 years of the adoption of the comprehensive plan.

- 1.2: **Service Levels for New Development and Redevelopment.** All new development and redevelopment shall be required to conform to service standards, the comprehensive plan, and facility plans.
- 1.3: **Evaluating Improvement Projects.** When prioritizing improvement projects, Wilkeson should consider if the project is needed to correct existing deficiencies, replace needed facilities, or extend the life or usefulness of facilities; increase public health and safety; reduce long-term maintenance and operating costs; coordinate with other providers' projects; meet state facility requirements; and improve the environment. Financial feasibility and the impact on Wilkeson's budget should also be considered.

Goal 2: Environmental Impacts

Capital facilities and services shall be designed and managed to minimize and mitigate adverse environmental impacts resulting from construction, use, operation, maintenance, renovation, and removal of the facilities.

Policies:

- 2.1: **Minimizing Pollutants and Protecting Critical Areas.** Facilities, services, programs, and procedures should be structured to prevent or minimize pollutants entering the air, water, and soil and to protect the environmental integrity of critical areas.
- 2.2: **Immediate and Cumulative Impacts.** During facility planning and implementation, the cumulative adverse environmental impacts of all projects should be considered as well as immediate adverse impacts.
- 2.3: **Resource Conservation and Demand Management.** Facilities, services, programs, and procedures should be designed and managed to conserve resources and reduce demand for facilities with significant adverse environmental impacts. Similarly, procedures, programs, and rate structures should encourage citizens to conserve resources and to minimize the negative environmental impacts of their use of facilities and services.

Goal 3: Facility and Service Providers

Wilkeson may contract with other facility and service providers to ensure adequate urban facilities and services. All providers serving Wilkeson should conform to Wilkeson's service standards.

Policies:

- 3.1: **Evaluating Facility and Service Providers.** When selecting facility and service providers, potential providers should be evaluated with respect to cost, Wilkeson's service standards, and environmental responsibility. Additional evaluation criteria may be established as appropriate. Wilkeson should select the provider offering optimum conformance with evaluation criteria.
- 3.2: **Nonconforming Facility and Service Providers.** Existing facility and service providers that do not conform to Wilkeson's service standards should be informed in writing of nonconformance issues.

Goal 4: Costs and Financing

Wilkeson shall ensure that cost-effective facilities and services can be available indefinitely.

Policies:

- 4.1: **Cost Containment and Reduction.** Facility plans should estimate the impact of new or upgraded facilities on annual operating and maintenance costs. Operation, maintenance, project, and replacement costs should be considered when making facility planning decisions. In addition, the Town should periodically assess operation, maintenance, and replacement programs and procedures with respect to efficiency. Plans, programs, and procedures should be updated as necessary to ensure maximum efficiency.
- 4.2: **Immediate and Cumulative Impacts.** Facilities operation and maintenance programs should be structured to maximize the useful life of facilities. In addition, facilities should be designed and constructed to meet projected cumulative demand.
- 4.3: **Resource Conservation and Demand Management.** Each future development shall be responsible for facility improvement costs necessitated by that development.
- 4.4: **Fees and Service Charges.** Fees and service charges should be evaluated periodically to ensure that they reflect the cost to Wilkeson of providing utility hookups, facilities, and services.
- 4.5: **Additional Local Funding Sources.** Wilkeson should consider as needed new sources of local funding such as impact fees and a street utility for capital facilities.
- 4.6: **Other Funding Sources.** Wilkeson should aggressively seek conventional and innovative funding sources necessary to achieve its capital facilities goals, policies, and service standards. Wilkeson should make efforts to secure grants and similar sources of funding and should explore other funding mechanisms when such sources will provide needed funding for capital improvements.
- 4.7: **Providing for Deferred Environmental Costs.** If proposed facility plans, projects, operating procedures, and maintenance procedures will cause cumulative adverse impacts to the natural environment, future costs of mitigating cumulative adverse impacts should be estimated. When decisions are made to implement such plans, projects, or procedures, funding programs should be established concurrently to ensure funds sufficient for future restoration and mitigation programs. Funding programs should be designed to ensure availability of funds when restoration or mitigation programs are expected to be needed.

Goal 5: UGA and Annexations

Wilkeson shall take steps to ensure smooth and efficient post-annexation transitions for provision of urban facilities and services in areas that may eventually be annexed.

Policies:

- 5.1: **Pre-Annexation Planning.** Wilkeson should assume an active role in facility planning for existing and new development and for redevelopment within its USA. Wilkeson

should encourage and, where possible, require adherence to its goals, policies, and service standards for all development within its UGA.

- 5.2: **Post-Annexation Transitions.** During annexation processing or within two years of annexation, Wilkeson should revise facility plans as necessary to describe in detail the approach to achieving Wilkeson's levels of service throughout the annexed area within 20 years of the annexation. Revisions shall be consistent with this comprehensive plan.

Goal 6: Inter-jurisdictional Coordination

Wilkeson shall participate in joint planning with other jurisdictions to ensure achievement of capital facilities goals, policies, and service standards and to ensure consistency among jurisdictions.

Policies:

- 6.1: **Equitable Allocation of Costs.** Wilkeson should seek inter-jurisdictional agreements allocating costs equitably for improvements, operations, and maintenance of facilities that are shared by other jurisdictions.
- 6.2: **Sharing Resources.** Wilkeson should explore opportunities to share facilities and services with nearby jurisdictions to achieve mutually beneficial increases in services or overall reduction in costs to the citizens of Wilkeson and those of other jurisdictions.
- 6.3: **School Districts.** Wilkeson shall inform affected school districts (Wilkeson Historical School District and White River School District) early in the permit application review process for any residential developments that will significantly increase demand for school facilities. Permit applications may be denied if the school district is unable to provide educational services at the time that development is available for occupancy. Impact fees may be imposed to compensate for the school facilities' impact of new developments.

Goal 7: Consistency with Other Comprehensive Plan Elements

All elements of the comprehensive plan shall be consistent with the capital facilities element.

Policies:

- 7.1: **Siting of Capital Facilities.** Capital facilities shall be sited and buffered in accord with the land use element goal and policies for siting public facilities.
- 7.2: **Consistent Plans, Projects and Financial Planning.** Plans and projects described in other elements shall be consistent with the financial plan of the capital facilities element and with the capacity of the Town to fund facility operations and maintenance. If probable funding falls short of meeting needs, affected elements and the capital facilities element shall be reassessed and revised as necessary to ensure an achievable comprehensive plan. Levels of service may be adjusted if other reconciliation measures do not achieve consistency.

Goal 8: Concurrency

Wilkeson shall ensure that public facilities and services necessary to support new development are adequate and available to serve the development within the time period specified by this plan.

Policies:

- 8.1: **Implementation.** Wilkeson shall apply its concurrency management regulations to new development to support the implementation of this comprehensive plan.
- 8.2: **Re-evaluating Total Cumulative Future Demand.** Re-evaluation of total cumulative future demand for capital facilities shall be a requirement prior to issuance of any permits for future development. No development shall be permitted if such development allows services to fall below standards established in this comprehensive plan, unless the developer provides the compensating facilities and improvements at the time of development or provides funds to Wilkeson to make the necessary facilities improvements when they become necessary to maintain levels of service.

Goal 9: Power and Heating

Puget Sound Energy has goals for the provision of electricity and natural gas in an environmentally sustainable and safe and equitable manner. The following are the Town and PSE’s joint policies with respect to power and heating.

Policies:

- 9.1: **Energy Equity.** Partner with PSE to promote financial assistance and discounted billing programs for income qualified residents in order to ensure that the most vulnerable are not disproportionately impacted by the State's clean energy transition.
- 9.2: **Electric Vehicles.** Support EV charging infrastructure throughout the community in order to support the decarbonization of our transportation sector.
- 9.3: **Energy Efficiency.** Partner with PSE to promote energy efficiency programs and initiatives.
- 9.4: **Permitting.** Expedite permitting processes related to energy efficiency upgrades.
- 9.5: **Green Options.** Partner with PSE to promote local investments and customer enrollment in clean energy projects and programs in order to achieve clean energy goals.
- 9.6: **Peak Load Shifting.** Partner with PSE to promote and support programs designed to decrease load on the grid during times of peak use.
- 9.7: **New Carbon Free Electrical Generation and Energy Storage Systems.** Partner with PSE to effectively meet rapidly increasing electrical demand as the Town and region work to achieve a Clean Energy Transition by adopting codes that support siting existing and new technologies.
- 9.8: **New and Upgraded Transmission Lines, Substations, and Distribution Lines.** Expedite the local permitting and approval process in order to maintain grid capacity and reliability.
- 9.9: **Distributed Energy Resources (DER).** Promote and support the growth of customer owned distributed energy resources.
- 9.10: **Vegetation Management.** Support ongoing vegetation management in order to maintain system reliability.

- 9.11: **Public Funding.** Pursue public-private partnership to seek funding sources to accelerate clean energy projects.
- 9.12: **Wildfire Mitigation:** Support PSE’s wildfire mitigation efforts including electric system upgrades, year-round vegetation management, and fire weather operational procedures. Work closely with utilities and local fire departments to lessen the risk and impact of wildfires.
- 9.13: **Gas Decarbonization.** Evaluate the potential for renewable, recoverable natural gas in existing systems.

Goal 10: Communication

Though the Town itself is an urban area, it is situated in a largely remote and rural setting. Getting broadband, high-speed internet, and cable to these areas can be a challenge.

Policies:

- 10.1: **Communication Services.** The Town will partner with communication service providers to bring fiber internet into the community.

Level of Service Standards

Level of Service Standards are required to determine existing capacity and future capital improvement needs. Level of service (LOS) standards are an indicator of the extent or degree of service provided by, or proposed to be provided by, a facility or improvement. These levels of service, the land use vision, or the capital facilities program may need to be modified in the future in response to changing community expectations or vision, revenue shortfalls, or unforeseen or emergency expenditures.

It is important to note that the level of service standards listed should be considered minimums. Future capital improvements are not limited to meeting these standards, and in some cases the Town may choose to exceed these standards.

For additional detailed information on existing and proposed levels of service and LOS standards, please see the Transportation and Utility Elements, and specific facility plans referenced in this comprehensive plan. Wilkeson’s Level of Service Standards on shown on the below.

Facility or Improvement	Level of Service Standard
Utilities	
- Water (supply)	513 gallon per day/equivalent residential unit
- Water (fire flow)	1000 gallon per minute @ 20 psi for residential 2000 gallon per minute @ 20 psi for non-residential
- Sanitary Sewer	220 gallon per day/equivalent residential unit
- Stormwater	Most recently adopted Department of Ecology Stormwater Management Manual for Western Washington
- Power (electric)	Underground for new facilities. National Electric Code and Washington State Electric Code
Facilities	
- Streets (arterial)	LOS C
- Streets (collector)	LOS C
- Parks, Recreation & Open Space	5.2 acres/1,000 population
Services	
- Fire/EMS	4-minute response time
- Law Enforcement	1.33 uniformed commissioned officers/1,000 population
- Schools	As adopted by the White River School District

Current and Possible Funding Sources

This section of the capital facilities element describes the current budgeted sources of Town revenue for the General Fund. The possible funding sources listed within this element are subject to change and should be periodically reviewed for applicability and appropriateness for the Town. Additional sources in other funds will also be used in the Six-Year Capital Improvement Program.

Services and Utilities

Revenue Source	Description	2023 Actual
EMS		
001-000-000-311-10-00-01	Fire -EMS Tax	38,327.62
001-000-000-311-11-00-00	Fire – EMS Levy	23,992.30
Physical Environment		
001-000-000-343-60-00-00	Cemetery Plots & Services	12,301.97
001-000-000-343-70-00-00	Garbage Income	n/a
001-000-000-343-71-00-00	Garbage Yard Waste - Income	n/a
Total Physical Environment		12,301.97
Water Utility		
401-000-000-343-40-00-00	Water Income	191,842.52
401-000-000-343-40-01-00	Water Connection Fee	5075.00
Total Water Utility		196,917.52
Total Water Capital Improvement Reserves		175,341.61
Sewer Utility		
402-000-000-343-50-00-00	Sewer Income	209,609.31
420-000-135-334-04-20-00	Grant-State-Commerce-Growth Management Update	50,000
Total Sewer Utility		259,609.31
Total Sewer Capital Improvement Reserve		145,828.50

Town Generated Taxes and Fees

Taxes	Description	2023 Actual
General Property Taxes		
001-000-000-311-10-00-00	Property Tax	56,159.75
001-000-000-311-30-00-00	Sale of Tax Title Property	
Total General Property Taxes		56,159.75
Retail Sales and Use Taxes		
001-000-000-313-11-00-00	Local Sales Tax	49,245.85
001-000-000-313-17-02-00	Parks - Local Retail Sales and Use Tax	7,100
Local Retail Sales and Use Tax - Public Safety		
001-000-000-313-71-00-00	Local Criminal Justice	11,594.51
Total Local Retail Sales and Use Tax - Public Safety		67,940.36
Total Retail Sales and Use Taxes		
Business and Occupation Taxes		
Business and Occupation Taxes on Private Utilities		
001-000-000-316-41-00-00	Electricity Utility Tax	37,845.19
001-000-000-316-46-01-00	Cable Utility Tax	5,106.73
001-000-000-316-47-00-00	Phone Utility Tax	6,173.13
Total Business and Occupation Taxes on Private Utilities		49,125.05
Total Taxes		
Licenses and Permits		
Business Licenses and Permits		
001-000-000-321-91-00-00	Franchise Fees	
001-000-000-321-99-00-00	Business Licenses	3,614.99
Total Business Licenses and Permits		
Non-Business Licenses and Permits		
Buildings, Structures and Equipment		
001-000-000-322-10-01-00	Building Permits	3,994.50
001-000-000-322-10-02-00	Mechanical Permits	
001-000-000-322-10-03-00	Plumbing Permits	
001-000-000-322-10-04-00	Energy Code Permits	
Total Buildings, Structures and Equipment		3,994.50
001-000-000-322-30-00-00	Animal Licenses	
Total Non-Business Licenses and Permits		
Total Licenses and Permits		

Intergovernmental Revenues

Revenue Source	Description	2023 Actual
Direct Federal Grants		
Total Direct Federal Grants		
State Grants		
001-000-000-334-03-80-04	TIB Historic Downtown	290,561.96
001-000-000-334-02-71-00	Commerce- Watershed Repairs	9,364.00
001-000-000-334-04-20-00	Growth Management Act Grant	50,000.00
Total State Grants		349,925.96
State Entitlements, Impact Payments and Taxes		
Motor Vehicle Fuel Tax - Highway Purposes		
001-000-000-336-00-98-00	City Assistance	15,850.00
Total Motor Vehicle Fuel Tax - Highway Purposes		15,850.00
001-000-000-336-06-20-00	Criminal Just-LO Pop	
001-000-000-336-06-21-00	CJ - Population	1,000.00
001-000-000-336-06-26-00	CJ - Special Programs	631.86
001-000-000-336-06-51-00	DUI - Cities	34.24
001-000-000-336-06-94-00	Liquor Excise Tax	3,470.68
001-000-000-336-06-95-00	Liquor Board Profits	3,784.69
Total State Entitlements, Impact Payments and Taxes		8921.47
Total Intergovernmental Revenues		
State Entitlements, Impact Payments and Taxes		
101-000-000-336-00-71-00	Streets-Multimodal Transportation	3155.00
101-000-000-336-00-87-00	MVFT Cities - 6.92% Gas Tax	9166.00
101-000-000-336-00-87-01	MVA Transpo City	642.73
Total State Entitlements, Impact Payments and Taxes		12,963.73
Emergency Medical Services		
Total Emergency Medical Services		
Total Excise Taxes		
301-000-000-318-34-00-00	REET 1 - First Quarter Percent	7404.24
Total Taxes		7404.24

Possible Funding Sources

The following are major sources of funding that could be explored to meet existing and projected capital improvement needs. These funding sources are divided into the following categories. Funding sources within each of these categories are described in greater detail in the following pages.

- Debt Financing
- Local Multi-Purpose Levies
- Local Single Purpose Levies
- Local Non-Levy Financing Mechanisms
- State Grants and Loans
- Federal Grants and Loans
- Utility Rates

Debt Financing

Short-Term Borrowing: The extremely high cost of many capital improvements requires local governments to occasionally utilize short-term financing through local banks.

Revenue Bonds: Bonds financed directly by those benefiting from the capital improvement. Revenue obtained from these bonds is used to finance publicly owned facilities. The debt is retired using charges collected from the users of these facilities. In this respect, the capital project is self-supporting. Interest rates tend to be higher than for general obligation bonds, and issuance of the bonds may be approved without a voter referendum.

Industrial Revenue Bonds: Bonds issued by a local government, but assumed by companies or industries which use the revenue for construction of plants or facilities. The attractiveness of these bonds to industry is that they have comparatively low interest rates due to their tax-exempt status. The advantage to the jurisdiction is the private sector is responsible for retirement of the debt.

General Obligation Bonds: Bonds backed by the value of the property within the jurisdiction. Voter-approved bonds increase property tax rates and dedicate the increased revenue to repay bondholders. Councilmanic bonds do not increase taxes and are repaid with general revenues. Revenue may be used for new capital facilities, or maintenance and operations at existing facilities. These bonds should be used for projects that benefit the Town as a whole.

Local Municipal Levies

Ad Valorem Property Taxes: Tax rate in mills (1% of true and fair value). The maximum rate is \$3.60 per \$1,000 assessed valuation. The Town is prohibited from raising its levy more than 1% of the highest amount levied in the last 3 years, before adjustments for new construction and annexation. A temporary or permanent excess levy may be assessed with voter approval. Revenue may be used for new capital facilities, or maintenance and operations of existing facilities.

Business and Occupation Tax: Tax of no more than 0.2% of gross value of business activity. Assessment or increase of the tax requires voter approval. Revenue may be used for new capital facilities, or maintenance and operations of existing facilities.

Local Option Sales Tax: Retail sales and use tax of up to 1%. The local governments that level the second 0.5% may participate in a sales tax equalization fund. Assessment of this option tax

requires voter approval. Revenue may be used for new capital facilities, or maintenance and operations of existing facilities.

Real Estate Excise Tax (REET): The original 0.5% was authorized as an option to the sales tax for general purposes. An additional 0.25% was authorized for capital facilities, and the Growth Management Act authorized another 0.25% for capital facilities. Revenues must be used solely to finance new capital facilities, or maintenance and operations of existing facilities, as specified in the capital facilities element.

Utility Tax: Up to a 6% tax on the gross receipts of electric, gas, telephone, cable TV, water, sewer, and stormwater utilities. Up to an 8.5% tax on gross receipts of cable TV and solid waste services. Revenue may be used for new capital facilities, or maintenance and operations of existing facilities.

Local Single Purpose Levies

Emergency Medical Services Tax: Property tax level of \$0.25/1,000 assessed valuation for emergency medical services. Revenue may be used for new capital facilities, or maintenance and operations of existing facilities.

Motor Vehicle Fuel Tax: Tax paid by gasoline distributors. Local jurisdiction receives 11.53% of total tax receipts. State shared revenue is distributed by the Department of Licensing. Revenues must be spent for highway construction, maintenance, or operation; policing of local roads; or related activities.

Local Option Fuel Tax: A Countywide voter approved tax equivalent to 10% of statewide Motor Vehicle Fuel Tax. Revenue distributed to Town on a weighted per capita basis. Revenues must be spent for highway construction, maintenance, or operation; policing of local roads; or related activities.

Commercial Parking Tax: Tax on commercial parking businesses based on gross proceeds, the number of parking stalls, or on the customer rates. Tax imposed by local referendum. Revenues must be spent for highway construction, maintenance, or operation; policing of local roads; highway related activities; public transportation planning and design; and other transportation related activities.

Local Non-Levy Financing Mechanisms

Conservation Futures Program: The funding for this program is generated by all property taxpayers of Pierce County. Six and one-quarter cents per thousand dollars of assessed value of each taxpayer's property provides these funds. The Pierce County Council reviews all project proposals and decides which projects will be awarded Conservation Futures Funds for acquisition.

Fines, Forfeitures, and Charges for Services: This includes various administrative fees and user charges for services and facilities operated by the jurisdiction. Examples are franchise fees, sales of public documents, permits, sale of public property, and all private contributions to the Town. Revenue from these sources may be restricted in use.

Impact Fees: These fees are paid by new development based upon its impact to the delivery of services. Impact fees must be used for capital facilities needed by growth, not for current deficiencies in levels of service, and cannot be used for operating expenses. These fees must be equitably allocated to the specific entities that will directly benefit from the capital improvement, and the assessment levied must fairly reflect the true costs of these improvements. Impact fees

may be imposed for public streets, parks, open space, recreational facilities, school facilities, and fire protection facilities.

Lease Agreements: Agreements allowing the procurement of a capital facility through lease payments to the owner of the facility. Several lease packaging methods can be used. Under the lease-purchase method the capital facility is built by the private sector and leased back to the local government. At the end of the lease, the facility may be turned over to the Town without any future payment. At that point, the lease payments will have paid the construction cost plus interest.

Privatization: Privatization is generally defined as the provision of a public service by the private sector. Many arrangements are possible under this method ranging from a totally private venture to systems of public/private arrangements, including industrial revenue bonds.

Reserve Funds: These are also known as “sinking funds”. Revenue that is accumulated in advance and earmarked for capital improvements. Sources of funds can be surplus revenues, funds in depreciation reserves, or funds resulting from the sale of capital assets.

Special Assessment District: District created to service entities completely or partially outside of the jurisdiction. Special assessments are levied against those who directly benefit from the new service or facility. Includes Local Improvement Districts (LIDs), Road Improvement Districts, Utility Improvement Districts and the collection of development fees. Funds must be used solely to finance the purpose for which the special assessment district was created.

Special Purpose District: District created to provide a specified service, such as the Transportation Benefit District created in 2013 for Wilkeson. Often the district will encompass more than one jurisdiction. Includes districts for fire facilities, hospitals, libraries, metropolitan parks, airports, ferries, parks and recreation facilities, cultural art/stadiums/ convention centers, sewers, water flood control, irrigation, and cemeteries. Voter approval required for airport, parks and recreation facilities, and cultural art/ stadiums/convention center districts. The district has authority to impose levies or charges. Funds must be used solely to finance the purpose of which the district was created.

Street Utility Charge: Fee up to 50% of actual costs of street construction, maintenance, and operations charged to businesses and households. The tax requires local referendum. The fee charged to businesses is based on the number of employees and cannot exceed \$2.00 per employee per month. Owners or occupants of residential property are charged a fee per household that cannot exceed \$2.00 per month. Both businesses and households must be charged. Revenue may be used for activities such as street lighting, traffic control devices, sidewalks, curbs, gutters, parking facilities, and drainage facilities.

User Fees, Program Fees, and Tipping Fees: Fees or charges for using park and recreational facilities, solid waste disposal facilities, sewer and water services, surface water drainage facilities. Fee may be based on measure of usage, flat rate, or design features. Revenue may be used for new capital facilities, or maintenance and operations of existing facilities.

State Grants and Loans

Centennial Clean Water Fund: Grants and loans for the design, acquisition, construction, and improvement of water pollution control facilities, and related activities to meet state and federal water pollution control requirements. Revenues distributed by the Department of Ecology with a

25 - 50% match. Use of funds limited to planning, design, and construction of water pollution control facilities, stormwater management, ground water protection, and related projects.

Community Development Block Grants: Grant funds available for public facilities, economic development, housing, and infrastructure projects that benefit low and moderate-income households. Grants distributed by the Department of Commerce. Primarily to applicants who indicate prior commitment to a project. Revenue restricted in type of project and may not be used for maintenance and operations.

Community Economic Revitalization Board: Low interest loans and occasional grants to finance infrastructure projects for a specific private sector development. Project must create or retain jobs. Funds distributed by the Department of Commerce primarily to applicants who indicate prior commitment to a project. Revenue restricted in type of project and may not be used for maintenance and operations.

Drinking Water State Revolving Fund (DWSRF): The Drinking Water State Revolving Fund loan is an agreement entered into between the Town and the State of Washington, and the Public Works Board, acting through the Department of Community Trade & Economic Development. Funds for the loan are provided by the United States Environmental Protection Agency, CFDA No. 66.468, Title: Safe Drinking Water State Revolving Fund. The loan funds local improvement projects that further the goals and objectives of the Washington State Drinking Water State Revolving Loan Fund Program.

Interagency Committee for Outdoor Recreation: Administers several grant programs for outdoor recreation and habitat conservation purposes. Each grant program requires that monies be spent for specific types of projects. The program requires sponsors to complete a systematic planning process prior to seeking IAC funding. IAC has grant limits on most of its programs, and also encourages and often requires sponsors to share in the project's cost. Grants are awarded by the Committee based on a public, competitive process that weighs the merits of proposed projects against established program criteria.

Public Works Trust Fund: Low interest loans to finance capital facility construction, public works emergency planning, and capital improvement planning. To apply for the loans, the Town must have a capital facilities element in place and must be levying the original .25% REET authorized for capital facilities. Funds are distributed by the Department of Commerce. Loans for construction projects require matching funds generated only from local revenues or state shared entitlement revenues. Public works emergency planning loans are at 5% interest rate, and capital improvement planning loans are no interest loans with a 25% match. Revenues may be used to finance new capital facilities, or maintenance and operations of existing facilities.

State Parks and Recreation Commission Grants: Grants for parks capital facilities acquisition and construction. Distributed by the Parks and Recreation Commission to applicants with a 50% match.

Transportation Improvement Account: Revenue available for projects to alleviate and prevent traffic congestion caused by economic development or growth. Entitlement funds are distributed by the State Transportation Improvement Board subject to a 20% match. Revenue may be used for capital facility projects that are multimodal and involve more than one agency.

Urban Arterial Trust Account: Revenue available for projects to alleviate and prevent traffic congestion. Entitlement funds are distributed by the State Transportation Improvement Board

subject to a 20% match. Revenue may be used for capital facility projects to alleviate roads that are structurally deficient, congested with traffic, or have accident problems.

Water Pollution Control State Revolving Fund: Low interest loans and loan guarantees for water pollution control projects. Loans distributed by the Department of Ecology. Applicant must show water quality need, have a facility plan for treatment, and show a dedicated source of funding for repayment.

Federal Grants and Loans

Congestion Mitigation/Air Quality: Established under the ISTEA Section 1009. The purpose of the program is to fund transportation projects and programs that will contribute to attainment of National Ambient Air Quality Standards. Federal participation for most CM/AQ projects is 80 percent, which increased to 86.50 percent due to public lands adjustments. Federal participation can be 90 percent for some activities that are on the Interstate system. Pedestrian and bicycle activities are limited to 80 percent federal participation.

Department of Health Water Systems Support: Grants for upgrading existing water systems, ensuring effective management, and achieving maximum conservation of safe drinking water. Grants distributed by the State Department of Health through intergovernmental review and with a 60% local match.

Federal Aid Bridge Replacement Program: Funds available with a 20% local match for replacement of structurally deficient or obsolete bridges, including ferry landing bridges. Funds are distributed by the Washington State Department of Transportation on a statewide priority basis.

Federal Aid Emergency Relief: Revenue available for restoration of federal aid system roads and bridges that have been damaged by extraordinary natural disasters or catastrophic failures. Local agency declares an emergency and notifies the Division of Emergency Management of the Washington State Department of Transportation, upon approval entitlement funds available with a 16.87% local match.

Federal Aid Safety Program: Revenue available for improvements at specific locations which constitute a danger to vehicles or pedestrians as shown by frequency of accidents. Funds are distributed by the Washington State Department of Transportation on a statewide priority formula and with a 10% local match.

Transportation Efficiency Act of the 21st Century (TEA-21): Revenue available for construction and reconstruction improvements to arterial and collector roads that are planned for by the Puget Sound Regional Council and the Federal Highway Administration. Funds may also be used for non-highway public mass transit projects. Funds are distributed by the Washington State Department of Transportation with a 16.87% match.

Surface Transportation Program: Funds may be used by the states and localities for any roads that are of a higher federal functional classification than local access or rural minor collectors. The formula for distribution of funds is based on each state's FY share of total national funding with appropriate adjustments for Interstate Maintenance and Bridge apportionments. Basic 80 percent/20 percent funds matching requirements adjusted due to federal lands to 86.5 percent federal and 13.5 percent local. Pedestrian and bicycle facilities remain unadjusted at 80 percent federal and 20 percent local.

Surface Transportation Program Enhancement Projects: Provision of Facilities for Bicycles and Pedestrians; Acquisition of Scenic Easements and Scenic or Historic Sites; Scenic or Historic Highway Programs; Landscaping and other Scenic Beautification; Historic Preservation; Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities; Preservation of Abandoned Railway Corridors; Control and Removal of Outdoor Advertising; Archaeological Planning and Research; Mitigation of Water Pollution due to Highway Runoff.

Utility Rates

The Town of Wilkeson operates four public utilities, providing water and sewer service, and stormwater management to local residents. These Town-owned utilities are self-supported financial entities, financed through the revenues generated by the utility customers and responsible for operations, maintenance, and capital improvements. Capital improvements can be funded, either on a pay-as-you-go basis, or through the issuance of revenue bonds. The pay-as-you-go approach requires that revenues in excess of operating and maintenance costs be held in reserve for capital improvements until enough funding capacity is available for project development. This makes sense for many smaller projects, which can be funded out of cash flow.

For larger projects, where cash requirements are substantially greater than is available, the utility can issue tax-exempt revenue bonds to fund the improvement. This provides the utility with a large capital budget and allows the cost of the facility to be repaid from future operating revenues. One of the advantages of this approach, besides allowing for larger projects, is that the cost of the facility is shared by both the existing ratepayers and future ratepayers. For facilities with lengthy useful lives this provides a more equitable distribution of costs to the beneficiaries of the improvement.

Financial data for the Water and Sewer Utility, Capital financing capacity, whether it is pay-as-you-go or debt financed, is determined by the net cash after operations. These figures imply that without a rate increase the utilities face limited capital financing opportunities. As a result, a utility rate study should be undertaken after the Water and Sewer Comprehensive Plan, and Natural Gas System Plan are completed. The study would determine the necessary rate schedule required to fund the improvements called out in these studies.

Utility Rates: Revenues for replacement and repair of existing capital improvements and for new capital improvements can be collected through utility rates. Portions of rates collected to pay for the future replacement of existing facilities that wear out over time are frequently referred to as "Depreciation Funds."

Plan of Finance, Capital Facilities Finance Strategy

In keeping with the incremental approach undertaken in this comprehensive planning effort, this Plan of Finance is not intended to be a detailed six-year capital facilities plan. Since many of the capital facility needs are yet to be identified and prioritized, an attempt to produce a project level CIP was not reasonable at this time. In its place, the following Capital Facilities Finance Strategy will provide the Town with a framework strategy to help with capital financing decisions during the next couple of years as the detailed engineering work is completed. It will also allow the Town to put into place the requisite capital finance mechanisms, which will fund the identified priority projects as well as address the longer-term growth-driven capital needs.

To ensure that the Town of Wilkeson has the necessary financial capacity to fund current and future capital improvements, while maintaining an equitable balance between the burden of providing new facilities and the beneficiaries of those facilities the Town should:

- Expand the existing revenue base where it is deemed practical
- Add new revenue sources primarily for capital funding
- Maintain financial policies which will ensure future population pays its fair share of the cost of capital improvements
- Actively pursue state financial assistance for capital projects which will allow for the leveraging of local funds (i.e., Transportation Improvement Board)

Expanded Revenue Base

The Town should explore possible avenues for expanding the current revenue base. Toward this end the following should be analyzed.

Adjust Utility Rate Structure

In keeping with the overall strategy of ensuring that new development is paying a fair share of the costs of development, the utility rates should be structured such that new connections are assessed at a level approximating the marginal cost of infrastructure development.

New Revenue Sources

The other way to expand current financial capacity is to begin to levy new taxes or impose new fees. The following available new taxes or fees should be explored as a means of raising additional funds for capital improvements.

Impact Fees

One of the better mechanisms available to the Town is to try to equitably allocate the cost of new infrastructure among the existing residents and the new population is through the establishment of impact fees. The Town should explore the reasonableness of setting up impact fee schedules to help defray the costs of transportation improvements, parks and recreation facilities, and fire protection services.

Local Improvement Districts

When a particular improvement will benefit only a portion of the population, the Town should consider the formation of an LID to fund the necessary improvements. This is especially relevant in the case where a new development is proposed and seeking to be annexed, the Town could require that an LID be in place which funds the appropriate capital improvements. This way the value of the land can support the infrastructure development without affecting the Town's ability to use general obligation debt or special levies supported by property tax revenues and the costs will be borne by the beneficiaries of the improvements.

Six-Year Capital Improvement Program

This section of the Capital Facilities Element determines whether sufficient revenue will be available under the current budgeting assumptions to fund needed capital improvements. It provides an analysis of revenue sources available for capital improvements and balances these revenues against anticipated expenditures for capital improvements. Using this process, the Town

can estimate annual revenue surpluses and shortfalls. Proposed funding sources for currently unfunded capital projects have also been provided.

Improvement schedules are included for the following facilities:

- Water:
- Sanitary sewer
- Stormwater management
- Transportation
- Parks and recreation

The Capital Improvements Plans (CIP) for Town-Owned facilities described earlier in this chapter. The CIP related to each of the other elements are more fully described in those elements including:

- Chapter 5 – Parks, Recreation and Open Space Element,
- Chapter 6 – Utilities Element, and
- Chapter 7 – Transportation Element.

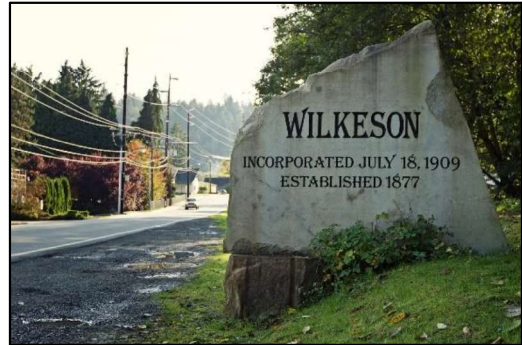
Chapter 9 Economic Development Element

Purpose

This Economic Development Element provides the policy basis for supporting economic development that would improve the tax base and create local jobs that are compatible with the character of the town.

Wilkeson Community Profile

The Town of Wilkeson was founded and in its early years thrived on resource extraction industries, - coal mining, coke production, timber harvesting and quarrying the local sandstone. As coal and coke was replaced by petroleum-based products and the demand for sandstone diminished as the use of concrete became ubiquitous, the economic fortune and the town population diminished. At its height, the population of Wilkeson was about four times the present population and the industry provided by Wilkeson's workforce served as a major economic engine for the entire region. Wilkeson was a key to Tacoma's success. Today, the Town is a small, picturesque mountain community of less than 500 persons with only a few existing businesses. The only major employer is the White River School District Wilkeson Elementary School location. Most residents commute outside of Wilkeson for work.



Needs Analysis

Wilkeson conducted several community engagement exercises. The town's comprehensive plan survey garnered responses from 14% of the town's population.

Overwhelmingly, the most common response from residents was that Wilkeson is a charming small town where the community takes care of each other. The town is safe, neighborly, friendly, an oasis. Wilkeson residents love Wilkeson and want to raise their families here and remain here. The town is proud of its school. Many also spoke of the beautiful natural setting and the picturesque nature of the historic town. These are assets that Wilkeson can build upon to improve the local economy, serve residents and bring tourists into the area.



When asked what the Town needs with respect to economic development, about 30% of respondents wanted to see more businesses in town. Specifically, residents would love to see a small grocery store or convenience store in town, and many requested an early morning restaurant and/or coffee shop. Just as many residents felt the number and type of businesses were adequate but would like to see these existing businesses thrive. Many suggested the existing commercial district buildings should be rehabilitated and occupied by commercial

ventures. Tourism is also an important draw to the area. Supporting tourism is a priority as that supports demand for local business beyond the ability of the residents to provide. As one resident put it, Wilkeson should strive to become “a high standard tourist destination”.

Wilkeson’s Assets and Opportunities

Wilkeson has a number of assets including:

1. Its location on a major route to Mount Rainier National Park which could promote tourist activities and local commerce.
2. Wilkeson is a destination for the Pierce County Foothills Trail. Once the trail is complete, Wilkeson will be an important rest stop and destination location for trail users.
3. Wilkeson is adjacent to the Carbon River Canyon, a large open space area with primitive trails. Carbon River Canyon recreation will bring tourists into Wilkeson.
4. Wilkeson has many structures on the State Register or the National Register of Historic Places.
5. The business district is compact, has historic buildings, and has abundant space available for new retail stores. It is a well-defined area on State Route 165, the major transportation route through the Town.
6. The Town Council, Wilkeson Historical Society, and Wilkeson Booster Club (the local commercial club) have a very favorable view toward the promotion of tourism.
7. The Town has promoted festivals to attract tourists, such as Wilkeson Handcar Races each July.
8. The main streets are adequate for traffic.
9. Wilkeson has a small-town quality of life and is in a desirable, picturesque location.

Wilkeson has many opportunities.

1. **Tourism.** Wilkeson could develop a new park system in the potential park areas and future acquisitions areas highlighted in the Parks, Recreation and Open Space Element and the Capital Facilities Element. Wilkeson could support the completion of the Foothills Trail towards Buckley and towards Carbonado. Wilkeson could also support recreational development in the Carbon River Canyon. These new attractions could bring in tourists. With new tourists, the demand for lodging increases. Many of Wilkeson’s existing historical buildings could be modernized to the current building code while retaining their historical value and charm. These could attract tourists to lodge, dine and shop locally.
2. **New Businesses.** Wilkeson could seek grants to restore its historic business district and provide more attractive space for new businesses that serve the existing residents. Wilkeson could incentivize businesses that cater to local needs such as a convenience store, a small grocery store, a butcher shop, a bakery, a deli, a drive-thru coffee shop, dry goods and sporting goods stores and restaurants. Artist venues would also serve to promote tourism while supporting local artists.
3. **Code Enforcement.** Many citizens stated they felt that code enforcement is lacking and that the town would be improved if eyesores and dangerous buildings were brought to code.

Planning Regulations

GMA Economic Development Goal

The GMA encourages local comprehensive plans to contain economic development elements (RCW 36.70A.070(7) and RCW 36.70A.070(10)). Specifically, local comprehensive plans should contain:

“An economic development element establishing local goals, policies, objectives, and provisions for economic growth and vitality and a high quality of life.”

Further, the GMA states (RCW 36.70A.020(5):

“Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged persons, promote the retention and expansion of existing businesses and recruitment of new businesses, recognize regional differences impacting economic development opportunities, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.”

Puget Sound Regional Council Vision 2050 Multicounty Planning Policies

The Puget Sound Regional Council has adopted the Multicounty Planning Policies in VISION 2050 for a regional context. VISION 2050 recognizes that a robust economy is integral to our environmental, social, and financial well-being. It acknowledges that a healthy and diverse economy is vital for paying for public services, supporting arts and cultural institutions, and building our communities. There are 23 Multicounty Planning Policies for economic development in VISION 2050. An emphasis is placed on enriching the region's businesses and employment market through job retention, growth, and diversification. Importance is also placed on small and locally owned businesses, because they create jobs, can offer family-wage jobs, and make vital contributions to the sustainability of the region's economy and prosperity. VISION 2050 recognizes the region's economic well-being is also dependent upon the safe and reliable movement of people, goods and services, and information and includes provisions for prioritizing economic development and transportation funding to centers.

VISION 2050 Economic Development policies most applicable to Wilkeson are:

MPP-EC-1: Support economic development activities that help to recruit, retain, expand, or diversify the region's businesses, target towards businesses that provide living-wage jobs.

MPP-EC-2: Foster a positive business climate by encouraging regionwide and statewide collaboration among business, government, utilities, education, labor, military, workforce development, and other nonprofit organizations.

MPP-EC-7: Foster a supportive environment for business startups, small businesses, locally owned and women- and minority-owned businesses to help them continue to prosper.

MPP-EC-9: Promote economic activity and employment growth that creates widely shared prosperity and sustains a diversity of living wage jobs for the region's residents.

MPP-EC-10: Ensure that the region has a high-quality education system that is accessible to all of the region’s residents.

MPP-EC-11: Ensure that the region has high-quality and accessible training programs that give people opportunities to learn, maintain, and upgrade skills necessary to meet the current and forecast needs of the regional and global economy.

MPP-EC-13: Promote equity and access to opportunity in economic development policies and programs. Expand employment opportunity to improve the region’s shared economic future.

MPP-EC-14: Foster appropriate and targeted economic growth in areas with low and very low access to opportunity to improve access to opportunity for current and future residents of these areas.

MPP-EC-17: Preserve and enhance the region’s unique attributes and each community’s distinctive identity and design as economic assets as the region grows.

MPP-EC-18: Develop and provide a range of job opportunities throughout the region to create a much closer balance and match between jobs and housing.

MPP-EC-19: Support economic activity and job creation in cities in the rural areas at a size, scale, and type compatible with these communities.

Pierce County Planning Policies

Countywide Planning Policy

Each City and Town in Pierce County is also guided by the Pierce County Countywide Planning Policies. The Countywide Planning Policies provide a framework for economic development and employment policies within Pierce County.

Policy EC-1.

Jurisdictions will work to achieve a prospering and sustainable regional economy by supporting business and job creation, investing in all people, sustaining environmental quality, and creating great central places, diverse communities, and high quality of life. This will involve assuring consistency between economic development plans and policies and adopted comprehensive plans by:

- 1.1 Providing within the areas designated for urban development, sufficient land to accommodate projected development including both housing and commerce;
- 1.2 Striving for a balance and match of local jobs and local housing;**
- 1.3 Providing adequate public facilities and services to employment centers and an adequate supply of housing with good access to employment centers;
- 1.4 Separating, buffering, or leaving natural buffers between residential development and areas of non-residential development where necessary, due to the type, characteristics and impacts of the development activity;
- 1.5 Evaluating federal, state, and local regulatory, taxing, facility financing and expenditure practices striving for equitable investment at appropriate locations;

- 1.6 Leveraging the region's and county's position as an international gateway by supporting businesses, ports, and agencies involved in trade-related activities;
- 1.7 Encouraging the private, public, and nonprofit sectors to incorporate environmental and social responsibility into their practices;
- 1.8 Maximizing the use of existing designated Manufacturing and Industrial by focusing appropriate types and amounts of employment growth in these areas and by protecting them from incompatible adjacent uses; and
- 1.9 Preserving industrial zoning where the appropriate infrastructure exists or is planned.

Policy EC-2.

Promote diverse economic opportunities for all citizens of the County, especially the unemployed, disadvantaged persons, minorities and small businesses. Where appropriate, the following measures are examples of actions that may be used to accomplish this policy:

- 2.1 Determining a reasonable "jobs/housing" balance and then coordinating land use and development policies to help achieve the designated balance of adequate affordable housing attainable to local workers and accessible to areas of employment, in a way that avoids the placement of incompatible land uses next to each other and does not lead to the fragmentation of existing communities;
- 2.2 Identifying urban land suitable for the accommodation of a wide range of non-residential development activities;
- 2.3 Utilizing state and federal programs and financial assistance to the maximum extent appropriate;
- 2.4 Encouraging redevelopment of underutilized commercial and industrial areas;
- 2.5 Encouraging flexibility in local zoning and land use controls, such as performance-based zoning, to permit a variety of economic uses, but doing so without sacrificing sound performance, design, and development standards;**
- 2.6 Encouraging programs, in conjunction with other public, quasi-public and private entities, to attract appropriate businesses and industries, particularly those that diversify the economic base and provide living-wage jobs;**
- 2.7 Encouraging the location of investment in areas served by public transit and adequate transportation facilities, with emphasis on connecting underserved populations with jobs;
- 2.8 Maintaining and enhancing natural resource-based industries, including productive timber, agriculture, fishing and mining;**
- 2.9 Targeting the appropriate creation and retention of specific firms and industries within established and emerging industry clusters that export goods and services, import capital, and have growth potential;
- 2.10 Promoting high-quality and accessible educational, job training, and cultural opportunities, particularly for those facing unique obstacles and/or those with special needs;**

- 2.11 Steering investments to community and economic development initiatives that elevate economic opportunity for those communities most marginalized and impacted by disinvestment and economic disruptions; or
- 2.12 Fostering opportunities and a supportive environment for business startups, small businesses, and women- and minority-owned businesses.**

Policy EC-3

Plan for sufficient growth and development balancing fiscal/economic costs and benefits derived from different land uses by:

- 3.1 Ensuring an appropriate mix and balance of land uses;
- 3.2 Reducing inefficient, sprawling development patterns;
- 3.3 Encouraging developments that include active transportation options and access to transit reducing pressures on transportation facilities with limited capacities;
- 3.4 Coordinating the provision of public facilities and services and/or ensuring that new development supports the cost of public facility and service expansions made necessary by such development;
- 3.5 Promoting development in areas with existing available public facility capacity;
- 3.6 Encouraging joint public/private development as appropriate;
- 3.7 Concentrating, and planning for, a significant amount of investment in designated Centers; and
- 3.8 Planning for the efficient flow of people, goods, services, and information throughout the region with infrastructure investments, particularly in and connecting designated Centers.

Policy EC-4

Work to strengthen existing businesses and industries and to add to the diversity of economic opportunity and employment by:

- 4.1 Assisting in maintaining a viable market for existing businesses;
- 4.2 Utilizing public financing mechanisms, where appropriate, to strengthen existing businesses;**
- 4.3 Making information, technical assistance, and loans available for business expansion, innovation, and job creation;**
- 4.4 Protecting existing viable businesses from incompatible neighbors and from displacement;
- 4.5 Streamlining permit processing;
- 4.6 Striving to maintain adequate public facilities and service levels;**
- 4.7 Evaluating regulatory and other constraints to business investment and operations and minimizing the effect of such constraints;

- 4.8 Supporting the contributions of the region’s and county’s culturally and ethnically diverse communities in fostering local businesses and helping the region and the county continue to expand its international economy;
- 4.9 Identifying, supporting, and leveraging the retention of key regional and local assets to the economy unique to our region's position as an international gateway, such as seaports, airports, educational facilities, research institutions, health care facilities, military installations, long-haul trucking facilities, and manufacturing facilities; and
- 4.10 Supporting the regional food economy including the production, processing, wholesaling, and distribution of the region’s agricultural food and food products to all Pierce County communities. Emphasize improving access for those communities with limited healthy, affordable, culturally-relevant food options.

Policy EC-5

Provide both the private sector and the public sector with information necessary to support and promote economic development by:

- 5.1 Coordinating the collection and dissemination of information with various local governments; and**
- 5.2 Cooperating with private and quasi-private entities and sharing information to attract new industries.

Wilkeson’s Economic Development Goals and Policies

The policies identified below are intended to satisfy the economic development requirements of the Growth Management Act, the Multicounty Planning Policies, and the Countywide Planning Policies. Economic development policies relate closely with other land use, infrastructure and environment policies and cannot be considered alone. Economic development should always be considered synergistically with other goals and policies.

- 1. Support economic growth through business retention, expansion, and formation consistent with the Comprehensive Plan vision and the other elements.**
 - 1.1 Coordinate Town investment in capital facilities projects with related business, employment, and economic development opportunities.
- 2. Promote the creation of family-wage jobs that will serve the residents of Wilkeson.**
 - 2.1 Work with employers and social service providers to coordinate employment and training opportunities for disadvantaged persons, including support for transportation, dependent daycare, language, and access to housing.
 - 2.2 Maintain an ongoing dialogue with the local school districts, regional community colleges and vocational training schools to promote programs and curricula that prepare residents for jobs and ensure that the work force will support businesses considering locating in Wilkeson.
- 3. Promote the installation of telecommunications technology throughout the Town in order to provide universal access to citizens, businesses, and institutions that is secure, reliable, and affordable.**

- 3.1 Participate in seeking grant funding for improvement of infrastructure to support economic development.
- 3.2 Identify long-term infrastructure needs that support economic sustainability.
4. **Create public-private partnerships that will nurture entrepreneurship, innovation, and business growth.**
 - 4.1 Encourage economic sectors that:
 - Pay higher-than-average wages;
 - Bring new capital into the local economy;
 - Can be sustained in the town;
 - Maintain sound environmental practices; and
 - Diversify the economic base.
 - 4.2 Ensure that Town licensing and permitting practices and procedures are coherent, fair and expeditious. Where specialized industry requirements call for the inspection by government agencies, coordinate with those agencies to eliminate duplication of efforts.
 - 4.3 Promote the development of a downtown to enhance the sense of community, encourage pedestrian/bicycle mobility, and reduce the number and length of motorized shopping trips by working with property and business owners to market Wilkeson, provide parking solutions, create anchor projects with public gathering places, and support the development of mixed use retail, office and residential projects.
5. **Encourage diverse job options and entrepreneurial opportunities for people interested in full-time and part-time employment or desiring to own their own business.**
 - 5.1 Home-based businesses that are compatible with the character of adjoining properties and neighborhoods will be accommodated.
 - 5.2 Cooperate with education providers and employer interests to ensure that availability of facilities and programs necessary to meet the needs of K-12, college, vocational and continuing education levels.
6. **Promote business practices that protect the Town's natural beauty and environmental health.**
 - 6.1 Encourage the use of "green" materials and techniques in all types of construction.
 - 6.2 Encourage public sector solid waste reduction and recycling.
 - 6.3 Encourage existing and new commercial enterprises to become part of a linked cooperative whereby the by-products and waste of one enterprise become the raw materials of another.

7. **Provide a variety of affordable housing choices so that people who work in Wilkeson can live here.**
 - 7.1 Continue to monitor the progress in implementing the Housing Element and evaluate new ways of providing affordable housing.
8. **Support the historic business district.**
 - 8.1 Create historic preservation and design guidelines to restore and preserve the historical look and feel of the business district.
 - 8.2 Encourage new businesses that cater to local residents' needs including grocery, restaurant, coffee stands and services such as architects, engineers and lawyers.
 - 8.3. Work with the Pierce County Economic Development Board and the local Chambers of Commerce to promote new and existing businesses.
 - 8.4 Develop a plan for the business district which provides shopping for residents and tourists and provides parking areas and walking areas. This area should promote the historic qualities of Wilkeson.
9. **Actively promote tourism.**
 - 9.1 Work to create or enhance tourist opportunities leveraging the natural beauty, open space and historic charm of Wilkeson.
 - 9.2 Encourage businesses that cater to tourism – lodging, eateries, sporting goods stores and others.

