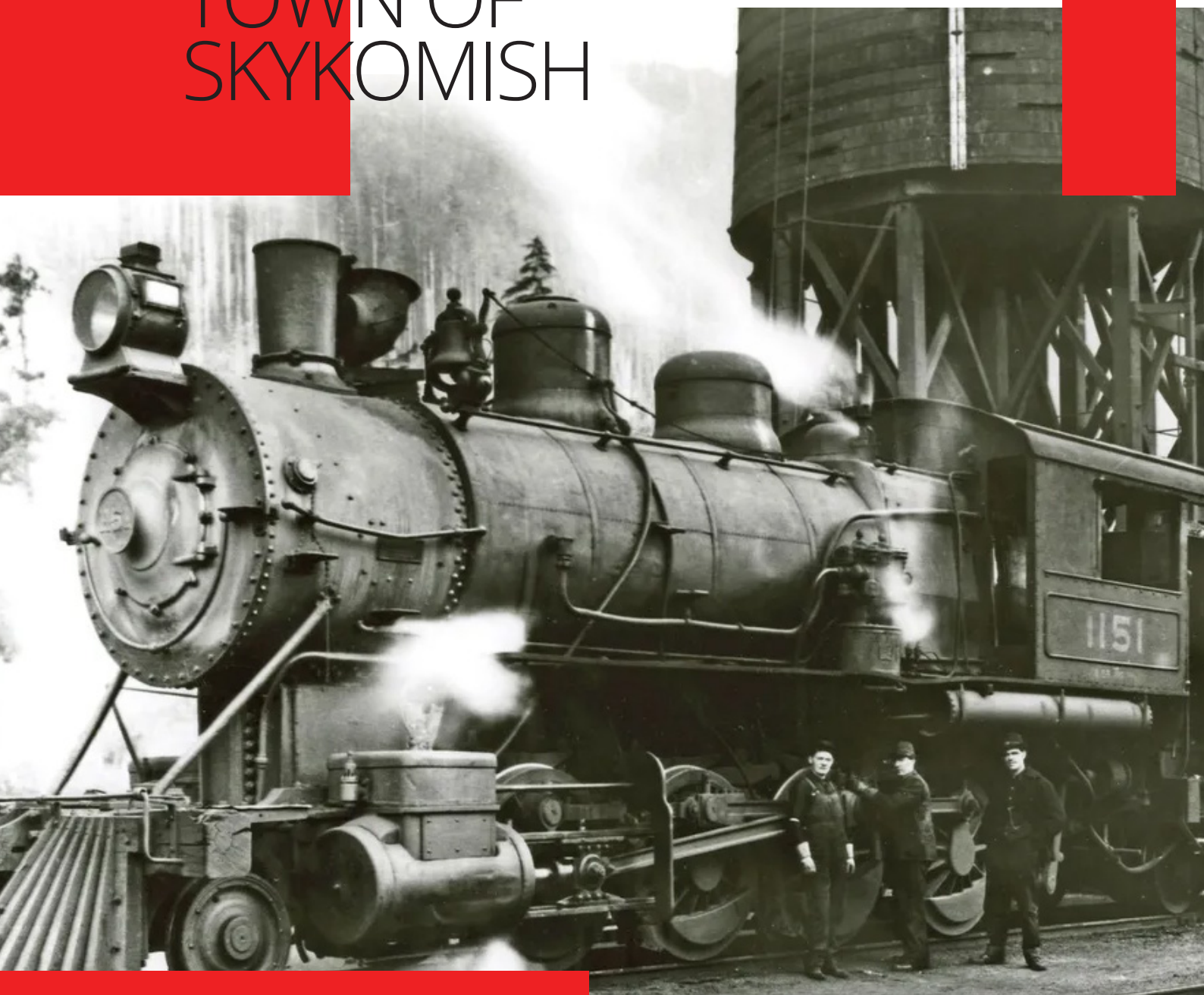


COMPREHENSIVE PLAN

TOWN OF
SKYKOMISH



2024
UPDATE





Contributors

Mayor

Henry Sladek

Council Members

Frank Martin

Gene Egan

Mark Carroll

Matthew Carroll

Shelly Farnham

Planning Commission

Debbe Koch

Geoff Holden

Ginnie Eburn

Glenn Eburn

Ted Cleveland

Consultants

EJ Municipal Land Use Planning

Eric Jensen

Anthony Perrigo

Asher Schoepflin

Transpo Group

Patrick Lynch

Brett Schock

Chris Comeau

Gray & Osborne

Stacey Clear

Adam Miller



A GREAT NORTHERN TOWN



transpogroup



Gray & Osborne, Inc.
CONSULTING ENGINEERS

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Introduction

Skykomish residents have indicated that they value the community's small town feel and the rural character of the surrounding area, and would like to preserve those features as the community changes in the future. The community is proud of its historic past and enjoys its natural setting in the foothills of the Cascade Mountains.

Yet within this context is the recognizable possibility of change - change that could affect the community in both positive and negative ways. The Comprehensive Plan seeks to balance change so that it can be influenced and accommodated without sacrificing the quality of life that makes Skykomish so unique.

The Plan is a reflection of the values and attitudes of the community that developed it. It evolved from community efforts to shape the community's future. The impetus to begin this visioning was the adoption of the State Growth Management Act, coupled with the community's desire to stimulate the economic growth that would enhance the community's livability, and to preserve the natural and built environment.

Goals and policies identified in the Plan can guide efforts to address the economic development that could affect community prospects. As development moves up the Skykomish Valley, it is very likely that development pressures will reach Skykomish within the next several years. There will be an increasing number of questions posed to the community by both commercial and individual developers relating to zoning, land use, and development standards.

This plan, which has been shaped by community input, provides the framework of goals and policies that the community supports to address those development-related questions. The Plan's goals and policies will guide elected and appointed officials and Town staff in applying the local development regulations in an equitable, consistent, and positive manner, and ensure that the community's vision is carried out.



Organization of this Comprehensive Plan

The Skykomish Comprehensive Plan (the Plan) is composed of three basic parts:

1. Introduction & Community Profile
2. Comprehensive Plan Elements
3. Comprehensive Plan Appendices

The **Introduction** includes a description of the requirements of the Growth Management Act (GMA) and the framework the GMA established for planning in Washington State and King County. The second chapter, **Community Profile**, presents a brief history and establishes a vision for the future.

The *Implementation and Amendments* section of the Introduction describes the process for implementing and amending policies and land use designations contained in the Plan. The **Plan Elements** are chapters on each of the following topics:

- Land Use
- Housing
- Transportation
- Economic Development
- Utilities
- Capital Facilities
- Parks and Open Space
- Historic Preservation
- Climate
- Tribal Coordination

Each element begins with a discussion of the purpose served by the element, and a summary of the GMA requirements for that element. Following presentation of the GMA context is a listing of the element's goals, which were identified through the public involvement process and analysis of the existing conditions. The supporting policies follow the goals in each Element.

The Land Use Element provides the foundation for assumptions in all other elements. The Comprehensive Plan Land Use Map (Figure LU-1) gives geographic form to the Plan's land use policies by designating appropriate land use categories for areas throughout the Town.

The **Plan Appendices** provide, for each element, an inventory of data, a needs assessment or analysis, conclusions, and as appropriate, references to the King County Countywide Planning Policies.

The 2024 Comprehensive Plan Update process is focused on providing the basic information required by the GMA. Previous analyses and descriptions of Skykomish's physical environment remain part of the official record of Town planning. With the adoption of the 2024 Comprehensive Plan update, all portions of that plan, including goals and policies, have been superseded by the updated Comprehensive Plan.

What is a Comprehensive Plan?

The **GMA** requires counties with populations of 50,000 or more and a population increase of 10 percent or more over the past 10 years and cities and towns within them to plan under the GMA. A comprehensive plan indicates how a community envisions its future, and sets forth strategies for achieving the desired vision.

A plan has three characteristics. First, it is **comprehensive**: The plan encompasses all the geographic and functional elements that have a bearing on the community's physical development. Second, it is **general**: The plan summarizes the major policies and proposals of a town, but does not usually indicate specific locations or establish detailed regulations. Third, it is **long range**: The plan looks beyond the current pressing issues confronting the community, to the community's future. Although the planning timeframe for a comprehensive plan is twenty years, many of its policies and actions will affect the community well into the future.

GMA Goals

Urban growth | Encourage development in urban areas.

Reduce Sprawl | Reduce the inappropriate conversion of undeveloped land.

Transportation | Encourage efficient multimodal transportation systems.

Housing | Plan for and accommodate housing affordable to all economic segments.

Economic Development | Encourage economic development throughout the state.

Property Rights | Private property shall not be taken for public use without just compensation having been made.

Permits | Applications should be processed in a timely and fair manner.

Natural Resource Industries | Maintain and enhance natural resource-based industries.

Open Space and Recreation | Retain open space, enhance recreational opportunities.

Environment | Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.

Citizen Participation and Coordination | Encourage the involvement of citizens.

Public Facilities and Services | Ensure that those public facilities and services necessary to support development shall be adequate.

Historic Preservation | Identify and encourage preservation.

Climate Change and Resiliency | Ensure that comprehensive plans, development regulations, and regional policies, plans, and strategies adapt to and mitigate the effects of a changing climate.

Shoreline Management | (RCW 36.70A.480)

Implementation of the Comprehensive Plan

Purpose and Relationship to the GMA

A comprehensive plan is implemented through the goals and policies it identifies to guide and coordinate local decision making. The plan's policies shape the course of action taken by the community as it begins to implement the plan. The GMA encourages innovative implementation methods that are both regulatory and nonregulatory. Regulatory actions may include the adoption of a zoning ordinance or other land use regulations, while nonregulatory actions include such methods as the adoption of a capital facilities plan. Some actions may involve a complicated series of related steps, which themselves may need to be carefully planned (for example, planning for major utility system). This section will describe these actions, plans, and measures necessary to implement this Plan.

Regulatory Measures

The GMA requires that local governments enact land development regulations that are consistent with and implement the Plan. In order to accomplish this, the existing development regulations should be reviewed for their consistency with the comprehensive plan in order to identify where regulations must be amended or removed, or where new regulations should be drafted.

Zoning

The zoning ordinance and zoning map must be consistent with the future land use map and policies established in the plan. The future land use map and land use policies in the Plan establish the use, density, and intensity of future development within the Town. The Town maintains a separate future land use (**Figure LU-1**) and zoning map (**Figure LU-2**) to establish that it is future land use (rather than current use or zoning) which provides the basis for the Town's regulations.

As part of the update of the land use regulations, Skykomish is also obligated by ESHB 1724 adopted by the 1995 Legislature to combine project permitting and environmental reviews, consolidate appeals processes, and clarify the timing of the development of the review process.

Concurrency Management

The Plan policies also provide for the GMA requirement for concurrency by establishing level of service (LOS) standards for capital and transportation facilities. "Concurrency" means that the public facilities and services need to maintain the level of service standards adopted in the Plan are available simultaneous to or within a reasonable period of time after development approval or construction.

A concurrency management system is a regulatory scheme that sets forth the procedures and processes to be used to determine whether public facilities have adequate capacity to accommodate a proposed development. A concurrency management system also identifies the responses to be made by the Town when it is determined that the proposal will exceed the level of service established and, therefore, exceed the defined capacity, and that is, fail to maintain concurrency. The process also includes establishing the criteria by which the Town determines whether individual development proposals are served by adequate public facilities, and establishing monitoring procedures to enable periodic updates of public facilities and services capacities.

Under the GMA, concurrency management must be established for transportation and capital facilities; however, jurisdictions may establish concurrency for any public facilities for which they have established level of service standards in their comprehensive plan. Level of service standards may be established for fire and emergency facilities, police, schools, sewer and water, transportation, and parks and recreational facilities and services.



Capital Improvement Plan

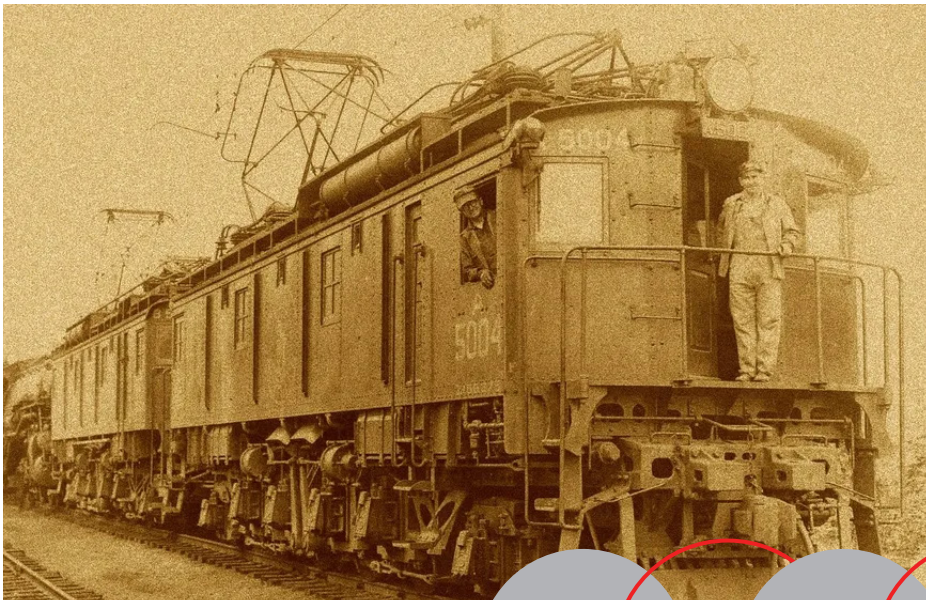
Another implementation tool of the Plan is the planning for capital improvements. The 20-year Capital Improvements Plan, or CIP, sets out the capital projects that the Town must undertake in order to implement the Plan. A six-year CIP, a list of those projects to be completed in the near-term, should be updated annually, with the first year of the schedule acting as the capital budget for the fiscal year. During the annual updating of the six-year schedule, the cost estimates and funding sources listed should be updated and revised to reflect any additional information that the Town has received. The CIP schedule should also be revised to include any additional capital projects that are needed to maintain the Town's adopted level of service standards.

Administrative Actions

The Plan includes a number of policies that should be carried out through administrative actions, such as interlocal agreements, revised development and review procedures, and public involvement programs. Development and review procedures must be revised to implement concurrency and to ensure that new development complies with the performance standards established. The Plan also calls for the Town to publicize county and state initiatives, such as affordable housing programs, so that Skykomish residents are able to take advantage of them. The Town should establish a work program that prioritizes each of the Plan policies that must be implemented through administrative actions.

Public Involvement

In order for the Plan to continue to provide guidance to the community, the citizens must monitor, and remain informed about, its implementation. As the plan is tested by development, there will be the need for ongoing amendments to respond to changing conditions. As the community matures, the vision of the future will change and new needs and priorities will emerge. The Town is obligated to coordinate many aspects of the plan with adjacent jurisdictions, which will also generate changes. Continued public involvement and communication is crucial to keeping the public engaged in the implementation and updating of the Plan, and so that the Plan remains the guiding document of the community.



Community Profile

The Skykomish community extends beyond its permanent residents to the vacation property owners, businesses, and visitors who desire the setting, the town, and the location. These community members, residents and weekenders, highly value the environmental, historical, and scenic attributes of the Town and surrounding area. Together, they have created a vision for Skykomish that includes protecting and enhancing these assets, and working to expand the local economy by attracting visitors to share in Skykomish's assets.

The primary vision is to retain the small town character within the rural character of the surrounding area. The community envisions a town that remains relatively small, simple, and intimate, with a minimum of regulation and taxation. Skykomish was once home to businesses related to timber processing. In addition, the railroad played a significant role in shaping the town. As the opportunity to reestablish a resource-based economy has diminished, Skykomish has reshaped its vision to include revitalizing the local economic base by encouraging both businesses that serve the local community and commercial services that support and take advantage of outdoor recreation and tourism.

The purpose of this chapter is to illustrate and give context to this community. The historical context which has given shape to the community and present landscape is provided, and the Vision Statement which provides guidance for the 2024 update process is presented.

Physical Setting

The Town of Skykomish is located in King County, approximately 50 miles east of the Everett, on State Route 2, and 13 miles west of Stevens Pass. State Route 2 (SR2) provides the only transportation access to the community. Skykomish is one of several communities in the Skykomish Valley. While the Town includes Maloney Creek, the Skykomish River shapes the physical landscape of the region forming the east-west valley that leads to the Cascades.

The Town is framed on the north and south by rugged foothills that are largely undeveloped. Wilderness lands, State Forest Recreation Areas, and regional trails bring visitors to the valley for recreational pursuits. Due to steep slopes and geological conditions, future development is limited in the areas to the north and south.

Figure LU-2 illustrates Skykomish's municipal boundaries. The Washington State Growth Management Act and the King County Countywide Planning Policies require that counties and jurisdictions identify their potential annexation areas for the 20-year planning period. Potential annexation areas are designated by GMA as "urban growth areas" or UGA. Because of the limited population growth forecasted for the Town, and the ability of the Town to accommodate additional development, the boundaries of the Skykomish UGA are contiguous with the Town boundaries.



History

The name “Skykomish” is said to be derived from the Native American words, skaikh and mish, meaning inland people. The first recorded settlement in the area was during the location of the Pacific Extension of the Great Northern Railway in 1892 by John F. Stevens, Chief Locating Engineer for the railway company. The Town was originally known as Maloney’s Siding. In 1893, when a post office was established, the town’s official name became Skykomish. John Maloney Sr., a member of the survey party, laid out a homestead in the area. He opened a general store and post office, and served as the first postmaster. In 1899, Mr. Maloney began platting the Town site, and later that year incorporated the Skykomish Timber Company, along with partners John F. Stevens, George Farr, and Peter Larsen.

In 1894, the first depot, a roundhouse, a coal shoot and a water tank were built. Between 1894 and 1922, the division point of the railroad shifted several times between Gold Bar and Skykomish. In 1922, the division point was moved back to Skykomish.

The period between 1922 and 1923 was a period of change in Skykomish. During that period, the original depot, which had been built on the south side of the tracks, was moved to the north side of the tracks and has now, again, been relocated to the south side of the tracks where it sits today in the newly formed Town Center Park. In addition, a Mr. Hatley built the hotel now known as the Cascadia. The hotel replaced what was originally Martin’s Boarding House. Many of the shack-like buildings located along the on the south side of the street by the tracks were removed and the area was cleaned up. Later, a small park maintained by the Great Northern Railroad was built along Railroad Avenue. Today, Depot Park is maintained by the Skykomish Lion’s Club. Many of the changes that occurred in this period were likely made in anticipation of the electrification of the railway and the eventual construction in 1929 of the present Cascade Tunnel.

On March 5, 1927, electric engines began operation from Skykomish to the east, using the original three-mile-long tunnel. In 1929, the electric engines began to use the new eight-mile-long Cascade Tunnel. In 1956, a ventilation system was installed in the Cascade Tunnel to permit the operation of diesel engines through the tunnel. On July 31, 1956, the last electric engine left Skykomish. This event represented the beginning of the end of the railroad-based economy in Skykomish. Helper engines were added and taken off for a few more years. But, eventually, even these were eliminated to a large extent.

The Town was incorporated on June 5, 1909. At that time, the population was 500 people, having grown from only 150 in 1903. The economy of the Town was tied to the railroad, several sawmills, a shingle mill, and the logging operations surrounding the Town. Early photos of the area show several grocery stores, saloons, and a hotel. A hotel was built during the late 1890s burned in 1904. A new hotel was later built on the same site and is currently for sale and unoccupied. The original business establishments between the hotel and the Whistling Post Tavern were burned in 1970 and have not been rebuilt.

The original highway was built in the late 1920s and was located on the south side of Town, south of the railroad tracks. Several businesses were established along this route. In 1939, the highway was relocated to the north side of the Skykomish River, and a bridge was built connecting the Town with the new highway. The businesses along the original Cascade Highway folded and new businesses developed along the new highway.

The population and economy has steadily declined since the railroad eliminated the electric engines and the helper engines, the sawmills closed and the timber harvest declined. The major employers in Skykomish today are the U.S. Forest Service, the Skykomish School District, and several service establishments catering to the travelers and tourists.

Today

The railroad legacy was not without negative environmental effects. Railroad activities from the 1890’s to the 1970’s resulted in the release of petroleum and heavy metals into the soil, ground water, and Skykomish River. BNSF, the current operator, conducted the largest environmental cleanup in the state under the oversight of the Department of Ecology.

Vision of Skykomish

Core Values 1 – *Small Town Character* At its center, the Town of Skykomish values the neighborliness of its residents and their active participation in community events, local decision making and willingness to pitch in and help with whatever needs to be done.

Core Values 2 – *Resilient* Due to its remote location, Skykomish is faced with several challenges from impacts of environmental factors and access limitations. The Town is committed to ensuring and supporting the necessary level of self-sufficiency to serve and protect its citizens in times of need.

Core Values 3 – *Community history, heritage, arts and culture* Belonging to this town comes with a great wealth of experiences and opportunities that arise from the long and successful history of its past residents and industries, smart growth, and steady economy.

Core Values 4 – *Recreation* The outdoor recreational opportunities for residents and visitors alike are greatly valued as the Town is centrally located among the mountains, ski areas, climbing walls, hiking trails, and Skykomish River.

Core Values 5 – *Natural Beauty* With its elevation and diverse vegetation, Skykomish possesses a true four-season environment and climate with many attractive natural features including the Skykomish River, a picturesque viewshed of the Skykomish Valley and the surrounding mountainous forest.



A Vision for Skykomish



Preserving community well being and a higher quality of life

Skykomish is a remote rural Town, surrounded by widely dispersed cabins and small communities located in the Western Central Cascades near Stevens Pass and provides a *beautiful mountain village* setting. The Town of Skykomish fosters a *diverse community rooted in respect, trust, and integrity* by *governing responsibly and proactively*. The Town honor its *varied and impactful history*, from native American settlement to the more recent industrial and railroad industry and now its current place in the outdoor recreation community. With a *sustainable and environmentally compassionate* eye for the future, our community is a *welcoming and friendly* stop for tourists, visitors, and travelers alike. All who experience Skykomish, whether it be local residents or visitors, marvel at the surrounding natural beauty and setting in all seasons.

Land Use Element

Purpose and Relationship to GMA

The Land Use Element provides the policy basis for directing the Town of Skykomish's spatial growth to accommodate the mix of land uses necessary for future development. The Land Use Element is maintained in accordance with the Growth Management Act (RCW 36.70A.070) to direct land use decisions that may be proposed over the next 20 years. The GMA requires the Town to maintain:

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, 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.

Where applicable, the land use element shall review drainage, flooding, and storm water run-off in the area and nearby jurisdictions and provide guidance for corrective actions to mitigate or cleanse those discharges that pollute waters of the state, including Puget Sound or waters entering Puget Sound.

This Land Use Element is consistent with the King County Countywide Planning Policies, the PSRC Multi-County Policies, and the other elements of the Skykomish Comprehensive Plan. The Countywide Planning Policies direct jurisdictions within the County to focus growth within its cities and towns. Based on the Countywide Planning Policies, Skykomish must:

- *Develop a phasing strategy that identifies areas for growth for the next ten and 20 years;*
- *Define the growth it intends to accommodate over the next 20 years;*
- *Plan for 20 year population and employment growth target ranges; and*
- *Limit growth where services are not yet available.*

Organization of the Element

This Element contains the goals and policies necessary to support the Town's responsibility for managing land resources and guiding development through the implementing regulations, guidelines, and standards. This Element also provides for the protection, enhancement, and restoration of critical areas and natural resources. The Land Use Element is intricately linked to the other elements - in particular, the Housing, Transportation, and Utilities Elements.

The Appendix for the Land Use Element contains data and analysis that are used to describe the physical characteristics of the Town and to define and explain the basis for the following goals and policies.

Goals

- **General**

- LU-G1** Plan current and future land uses in accordance with the values and vision of Skykomish residents and business.
- LU-G2** Preserve Skykomish's character, scale, and residential and commercial environment as new development occurs.
- LU-G3** Maintain, preserve, and enhance the Town's historic, cultural, and archaeological resources to provide a sense of local identity and history to the visitors and residents of the community.
- LU-G4** Identify and protect open space, natural and scenic resources, and shoreline areas in perpetuity.
- LU-G5** Continue to apply adopted community design standards that help to preserve and promote the historic character of the community.
- LU-G6** Encourage reinvestment in and revitalization of the existing commercial areas to stimulate business activity in the Town.
- LU-G7** Encourage land uses and the development of commercial services that support tourism and capitalize on Skykomish's proximity to recreational options.
- LU-G8** Maintain and preserve Skykomish land and water resources affected by industrial contaminants and stormwater runoff.

- **Natural Features**

- LU-G9** Protect and enhance Skykomish's natural environment, including air quality, water resources, and critical areas, while minimizing public and private costs.
- LU-G10** Protect people and property from geologic and flooding hazard areas.
- LU-G11** Protect, enhance and, where possible, restore all riparian habitat, including habitat that contributes to the survival and restoration of threatened or endangered species, including anadromous fish.
- LU-G12** Promote community-wide stewardship of the natural environment to preserve environmental quality for future generations.
- LU-G13** Establish Town-owned (aka US Forest Service) property provides a mix of natural features among the built environment.

Policies

- **General**

- LU-P1** Encourage development that creates and maintains a safe, healthy and diverse community providing more affordable housing and reasonable employment opportunities, and protecting the natural environment and significant cultural resources.
- LU-P2** Maintain the Town's Comprehensive Plan consistent with the GMA and King County Countywide Planning Policies (where applicable), and ensure that the adopted land use policies, regulations, and related capital facility plans are consistent with other elements of the Comprehensive Plan.
- LU-P3** Collaborate with the King County Health Department and the Washington Department of Ecology to reduce and eliminate pollution from malfunctioning on-site septic systems in areas not on community system.
- LU-P4** Work with the Department of Ecology, the Burlington Northern and Santa Fe Railroad, and other relevant parties to ensure that the community is provided with ongoing monitoring of the full clean-up of local toxic to ensure contamination does not occur.

- **Development Review**

- LU-P5 Require proposed development to review and demonstrate consistency with Skykomish's Comprehensive Plan, applicable development regulations, and sound environmental management practices during project review.
- LU-P6 Utilize the policies and guidelines of the adopted Shoreline Master Program when reviewing development in the shoreline area.

- **Urban Growth Boundary, Annexation, Growth Strategies**

- LU-P7 Coordinate with King County to ensure that Skykomish's Urban Growth Boundary is adequate to accommodate the 20-year growth target for households and employment.
- LU-P8 Allow annexations only when the land is located within the Town's Urban Growth Boundary, is contiguous to the existing Town boundaries, urban services can logically be extended, natural resources and critical areas are protected, and the property to be annexed is capable of paying for its impact on Town services. Town services include public safety, water service, utilities, streets, and schools.

- **Residential Land Use**

- LU-P9 Home businesses may be allowed if they are resident occupied and operated, and compatible with adjacent residential land uses; that is, they do not: 1) generate significant noise; 2) require frequent freight pick-ups and deliveries; 3) significantly increase traffic or demand for parking; or 4) involve outdoor storage of materials or equipment.
- LU-P10 The Town of Skykomish zoning and subdivision regulations for residential development shall require urban standards, including, but not limited to:
 - Paved streets, curbs, and sidewalks;
 - Adequate parking;
 - Street lighting and street trees; and
 - Public water supply.

- LU-P11 The Town of Skykomish development regulations should encourage the use of creative planning concepts such as clustered development to maintain development densities that promote economic development activity, make efficient use of required infrastructure, reduce potential impacts on environmentally sensitive areas and provide opportunities for open space.
- LU-P12 The Town of Skykomish development regulations shall enable increases in local business activity by allowing enforcing current short-term rental code regulations in residentially zoned areas.

▪ **Commercial Land Use**

- LU-P13 The Town of Skykomish's Public Works Standards, zoning and other development regulations for commercial and retail developments should encourage a sense of community and create enjoyable outdoor areas, where appropriate. When constructed or improved, commercial development should provide the following improvements including, but not limited to:
- Low impact development design techniques
 - Paved streets;
 - Sidewalks (and designated bicycle lanes where appropriate and consistent with the Transportation Element);
 - Adequate parking;
 - Attractive landscaping along or within streets, sidewalks, and parking areas;
 - Adequate storm water control, including curbs, gutters, and stormwater management facilities; and
 - Public and private utilities.

▪ **Aesthetics, Design**

- LU-P14 Encourage “clean up/fix up” campaigns periodically with other public agencies and service clubs to become actively involved.

▪ **Natural Features - General**

- LU-P15 Recognize and protect areas where natural features and resources are fragile or development would pose hazards to health or property are designated critical areas (RCW 36.70A.060). Critical areas include:
- Fish and wildlife habitat conservation areas;
 - Wetlands;
 - Areas with a critical recharging effect on groundwater used for water supply;

- Frequently flooded areas; and
- Geologically hazardous areas, including erosion hazard areas, landslide hazard areas, seismic hazard areas, and coal mine hazard areas.

LU-P16 With Town oversight, developers shall be responsible for evaluating and affirming whether there are critical areas on proposed project sites, and for identifying the nature and extent of the critical areas.

LU-P17 In support of critical areas, give special consideration to measures to protect and enhance habitat for anadromous and salmonid fish, consistent with the best available science and in accordance with RCW 36.70A.172.

LU-P18 Any impacts to critical areas may not result in significant risk to public health or safety, public or private property, or the environment.

LU-P19 In coordination with King County, maintain a local natural hazards mitigation plan to reduce the Town's exposure to floods and landslides, minimizing reliance on federal and state programs for disaster mitigation, protecting public and private property, saving lives, and using community resources wisely.

▪ **Environmental - Incentives, Education, Planning, and Regulations**

LU-P20 Promote environmental stewardship by seeking opportunities to educate citizens and establish partnerships with entities that share similar environmental concerns or stewardship opportunities.

LU-P21 Seek opportunities to coordinate with the community and other jurisdictions (federal, tribal, state, and local) to protect and enhance the natural environment.

▪ **Water Resources - General Protection**

LU-P22 Development shall support the continued ecological and hydrologic functioning of water resources.

LU-P23 Encourage conservation of water resources.

LU-P24 River and stream channels should be preserved, protected, and enhanced for their hydraulic, ecological, and aesthetic functions in accordance with the Shoreline Master Program and critical areas regulations.

- **Water Resources - Groundwater**

- LU-P25 Consider the potential impacts of its land use actions on aquifers that serve as potable water supplies. The depletion or degradation of aquifers needed for potable water supply shall be avoided or mitigated.
- LU-P26 Protect groundwater recharge quality and quantity by coordinating with the County to implement appropriate wellhead protection programs and adopt provisions to avoid groundwater contamination.

- **Water Resources - Rivers and Streams**

- LU-P27 Coordinate with federal, state, and other agencies to promote restoration of stream channels and associated riparian areas to enhance water quality and fish and wildlife habitat and to mitigate flooding and erosion.
- LU-P28 Adopt and implement, to the extent feasible, the Puget Sound Water Quality Management Plan to restore and protect the biological health and diversity of the Puget Sound Basin.

- **Water Resources - Wetlands**

- LU-P29 Continue participation in wetland mitigation banking.

- **Water Resources - Floodplains**

- LU-P30 Continue to ensure that existing hydraulic (flood storage and conveyance) and ecological functions of floodplains are protected and, where possible, enhanced or restored.

- **Vegetation**

- LU-P31 Strive to preserve, replace, or enhance native vegetation that contributes to the Town's scenic beauty.
- LU-P32 The use of native plants shall be encouraged where possible.
- LU-P33 Protect existing native plant communities by encouraging management and control of non-native invasive plants, including aquatic plants.
- LU-P34 Actively encourage the use of environmentally safe methods of vegetation control. Herbicide use shall be minimized.

- **Fish and Wildlife Habitat**

LU-P35 Protect salmonid habitats by ensuring that land and infrastructure development (transportation, water, sewer, electricity, gas) include riparian and stream habitat conservation measures.

- **Geologic Hazard Areas - Erosion and Landslide Hazard Areas**

LU-P36 Landslide hazard areas and areas with slopes of 40 percent or greater shall not be developed unless the risks and adverse impacts associated with such development are mitigated.

LU-P37 Development within landslide hazard areas with slopes less than 40 percent and their buffers shall not decrease slope stability on contiguous properties or risk landslide damage to public welfare or property or to salmonid habitats.

LU-P38 Investigate the effects and mitigation needs of other natural hazards, such as erosion, seismic activity, or coal mine hazards.

- **Town-owned (aka US Forestry Service Compound) Property**

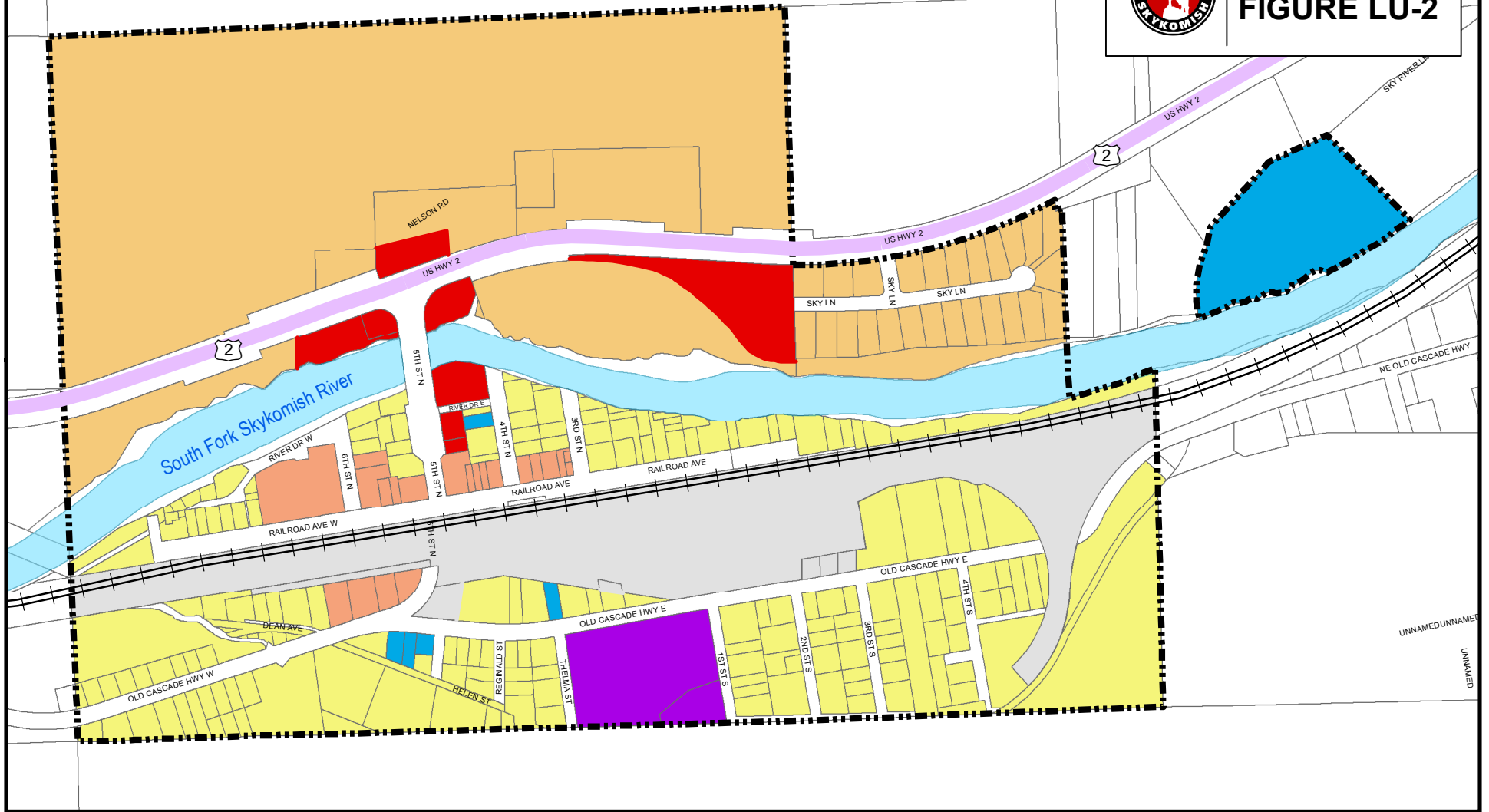
LU-P39 Adopt and implement a mixed use zoning designation for the 4.06 acre property owned by the Town of Skykomish for the purpose of promoting effective community development, affordable housing, and outdoor recreationally focused economic activities.

- **Skykomish Airport**

LU-P40 Discourage incompatible land uses adjacent to the Skykomish State Airport that may disrupt the usage of the airport.



ZONING MAP FIGURE LU-2

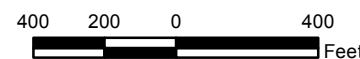


Legend

	Town Boundary		Commercial		R-5,000
	River		Historic Commercial		R-10,000
	Railroad		Public		Mixed Use
	Parcel		Industrial		

Zoning information provided by the Town of Skykomish.

Map data provided by King County GIS Open Data and may not reflect actual or current conditions. Land uses and parcel information have not been verified.



geographic information systems



Lynn Kim
principal

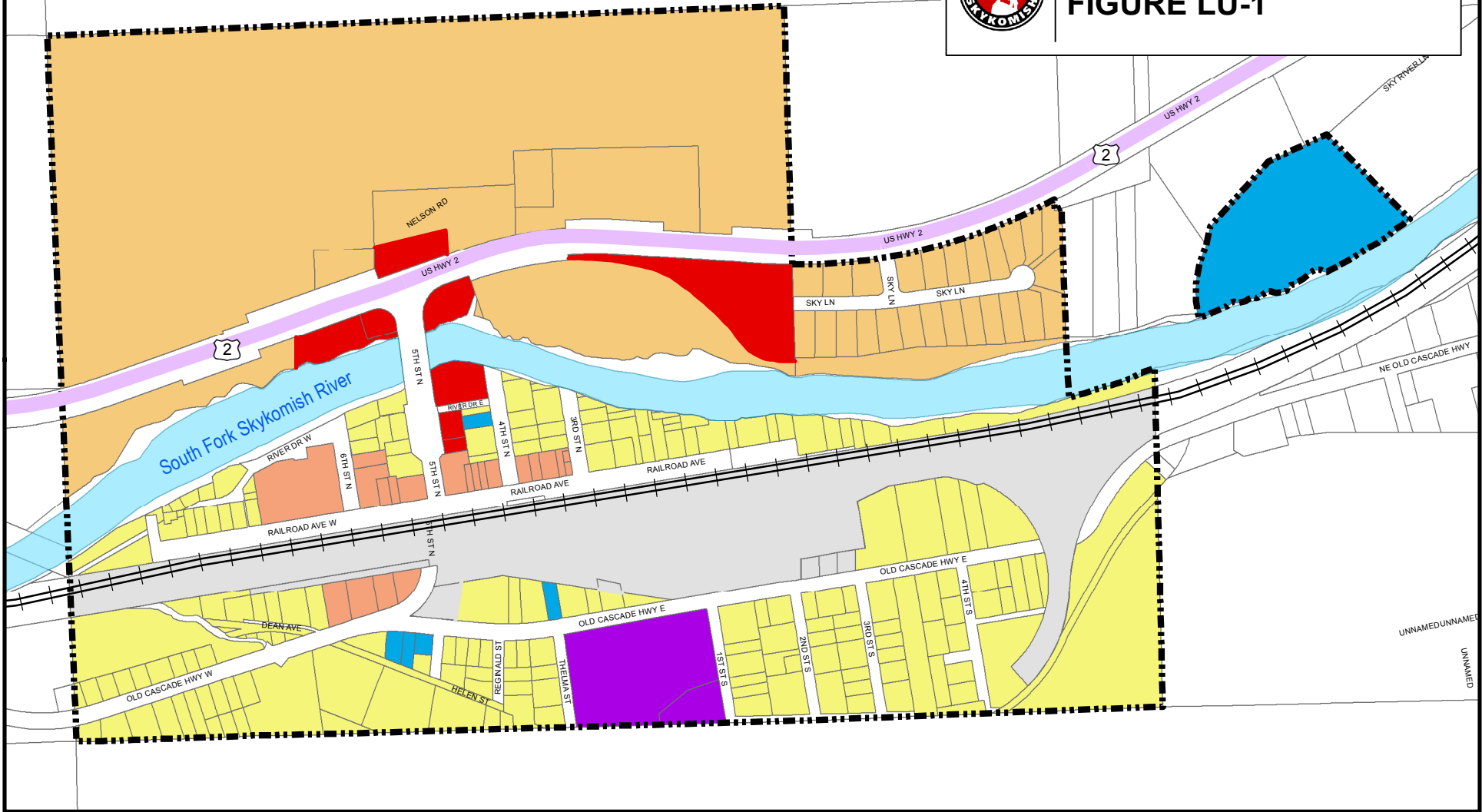
p.206.290.9568
lynn.kim@nwgeographics.com

Map Date: October 2024



FUTURE LAND USE MAP

FIGURE LU-1



Legend

- Town Boundary
- River
- Railroad
- Parcel

Current Zoning


- Commercial
- Historic Commercial
- Public
- Industrial
- R-5,000
- R-10,000
- Mixed Use

Zoning information provided by the Town of Skykomish.


Map data provided by King County GIS Open Data and may not reflect actual or current conditions. Land uses and parcel information have not been verified.

400 200 0 400

Feet



geographic information systems



Lynn Kim
principal

p.206.290.9568
lynn.kim@nwgeographics.com

Housing Element

Purpose and Relationship to GMA

The Housing Element is intended to ensure the vitality and character of the existing residential housing stock, determine the future housing needs for the Town of Skykomish and set policies to help the Town implement programs to satisfy those needs.

The Housing Element is linked to the Land Use Element, which prescribes related goals and policies for residential densities, community design, and amenities that support a quality community. The Housing Element has been developed in accordance with the Growth Management Act to address the current and future housing needs of the Town of Skykomish.

RCW 36.70A.070 requires that the Comprehensive Plan contain:

A housing element ensuring the vitality and character of established residential neighborhoods that:

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

It has also been developed in accordance with the King County Countywide Planning Policies and has been coordinated with the other Elements of this Plan.

Information supporting the Housing Element, including information about housing units, and affordability is contained in the combined Housing Appendix and Housing Needs Assessment.

While the Town is anticipating a healthy residential and commercial growth activity for the next twenty years, at a minimum, King County has projected a minimum need for twelve (12) new housing units in Skykomish by 2044. Of these units, there are expected to be at least two (2) emergency housing units, one (1) permanent supportive housing units serving 0-30% Area Median Income (AMI), two (2) non-permanent supportive housing units serving 0-30% AMI, one (1) unit serving people 50-80% AMI, one (1) serving people 80-100% AMI, one (1) unit serving people 100-120% AMI, and four (4) units serving people over 120% AMI.

The Housing Appendices contains a further breakdown of the housing needs by income level. It also contains a Land Capacity Analysis for housing by income level, a racially disparate impacts assessment, discussion of displacement risk, a discussion of barriers to affordable housing, and more.

Future Housing Needs in Skykomish

In addition to providing for the required allowances of regulatory measures to accommodate residential growth across all income levels for both long term permanent as well as temporary and emergency housing, Skykomish is positioning itself to realize significant residential and commercial growth that can accommodate an increase in population and jobs for the next 20 years.

To further this priority for growth, Skykomish will establish a mixed-use purpose within a new zoning district. In addition to allowing commercial, recreational, and public activity, the Mixed Use (MI) zone will provide high density residential activity of which may include detached and attached housing units.

Goals

- H-G1 Provide a range of housing types to encourage an adequate choice of living accommodation for all current and future residents of Skykomish including middle housing product and unit lot subdivisions.
- H-G2 Encourage the preservation of existing housing stock including consideration of the establishment of residential design standards outside the Historic District.
- H-G3 Promote strong, stable residential neighborhoods through public investments in physical improvements and through public policy decisions intended to protect and preserve existing neighborhoods.
- H-G4 Encourage the availability of affordable housing to all economic segments of the population of the Town.
- H-G5 Prevent the impact of racial disparities with the-promotion of fair and equal access to housing for all persons regardless of race, color, religion, gender, age, national origin, family status, source of income or disability.
- H-G6 Adopt State mandated housing regulations to recognize local controls and accommodations to allow for permanent supportive, transitional, and emergency housing.

Policies

▪ Preserve Existing Housing

- H-P1 Identify programs that provide residents with useful sources for financial assistance for housing rehabilitation, depending on funding.
- H-P2 Encourage home and building owners to reinvest in their homes by providing information, technical assistance, and referrals to appropriate agencies.
- H-P3 Maintain public infrastructure in residential areas to continue to serve the population within existing neighborhoods.
- H-P4 Encourage innovative and creative site planning, construction, and remodeling methods that promote efficient energy use reflective of the Town's desire to promote and represent sound sustainable green building techniques.

▪ Affordable Housing

- H-P5 Endorse private sector efforts to secure federal and/or state funds to provide housing for elderly and disabled citizens in partnership with the Town of Skykomish.
- H-P6 Encourage social and health service organizations that offer support programs for those with special needs, particularly those programs that help people remain in the community.
- H-P7 Encourage local participation in state and federal programs that facilitate home ownership by extremely low-, very low-, low-, and moderate-income families.
- H-P8 Update development regulations and standards to promote efficient and economical permit procedures that do not unnecessarily add to the cost of housing.
- H-P9 Ensure all necessary regulations changes and updates are made to accommodate permanent supportive housing, transitional housing, emergency shelters, and emergency housing.
- H-P10 Support the prioritization of housing needs for extremely low-income households by encouraging private-public affordable housing projects in zoning districts which can accommodate high density residential

development.

- H-P11 Create additional higher density residential zoning through the establishment of a mixed-use zoning district and utilizing higher density residential strategies such as planned unit developments and lot clustering (among others).

- **Housing Choice**

- H-P12 Ensure that a variety of housing types and prices, including middle housing, multi-family, attached, and small-lot, single-family units are available within the Town.
- H-P13 Consider development of accessory dwelling units within single family homes to increase the supply and diversity of housing opportunities.
- H-P14 Allow for the location of apartments above commercial uses in an economically viable mixed-use zone.

- **Manufactured Housing**

- H-P15 Allow manufactured homes under ordinances and regulations governing other residential buildings, provided the dwelling unit meets the state Factory Built Housing code and is set on a permanent foundation.
- H-P16 Amend the Town building codes to reflect the discouragement of new mobile homes and Recreational Vehicles as long-term residential options.

- **Fair and Equal Access**

- H-P17 Prevent the impact of racial disparities with the-Implementation of non-discriminatory zoning regulations and development regulations for all persons regardless of race, color, religion, gender, age, national origin, family status, source of income or disability, including group homes, consistent with the Federal Fair Housing Act.
- H-P18 Make reasonable accommodation in Town regulations, policies, practices, and services to afford people with disabilities and other special needs equal opportunity to use or enjoy a dwelling.
- H-P19 Plan for residential neighborhoods that protect and promote the health and well-being of residents.

Transportation Element

Purpose and Intent of the Transportation Element

The purpose of this Element and the 2024 Transportation Plan is to document the Town's vision for certain aspects of its transportation system, and to provide local, regional, and state planning authorities and funding partners with a guide for the Town's intentions related to its transportation system.

The goals and policies are based on a projection of future needs and demands on the Town's transportation system in relation to Washington's Growth Management Act (GMA) and the Puget Sound Regional Council's Vision 2050 regional transportation plan. As a companion document, the Transportation Plan implements the Transportation Element of the Comprehensive Plan.

The Transportation Element establishes a goal and policy framework for making decisions consistent with other elements of the Comprehensive Plan to describe a strategy for accomplishing the Town's vision over the 20-year planning horizon. Based on the goals and policies in the Transportation Element, the Transportation Plan is intended to serve as a guide for transportation decisions to address both short- and long-term needs.

Relationship to GMA

The Transportation Element is required to comply with the Growth Management Act (GMA), King County Countywide Planning Policies, PSRC multi-county planning policies, and other elements of the Skykomish Comprehensive Plan. These regulatory influences on the transportation element are discussed further in this chapter.

Growth Management

To meet GMA requirements, the Transportation Element and Transportation Plan must identify existing transportation system characteristics, establish standards for levels of service, and identify existing and future deficiencies based on land use growth projections. The Transportation Plan also discusses roadway mobility and accessibility needs, identifies improvements necessary to enhance safety, bicycle, and pedestrian travel, and identifies a financing strategy to implement needed improvements.

Clean Air Conformity Act

The transportation element is also subject to the Washington State Clean Air Conformity Act that implements the directives of the federal Clean Air Act. Since air quality is a region wide issue, the Town of Skykomish's Comprehensive Plan must support the efforts of state, regional, and local agencies as guided by WAC 173-420-080. As part of a larger issue impacting the community, the Town will coordinate with the Puget Sound Clean Air

Agency and other public agency and governmental entities to explore effective measures to mitigate the impacts of wildfire, transportation, and industrial activities.

Countywide Planning Policies

The Countywide Planning Policies (CWPPs) for King County require that local jurisdictions develop a balanced transportation plan that is consistent with Vision 2050 and proposed regional mobility. The CWPPs promote High-Capacity Transit, non-motorized transportation, high-occupancy vehicle travel, mode split goals, preservation and maintenance of existing transportation facilities, and development of financing strategies to meet future needs.

Multi-County Planning Policies

The multi-county planning policies in VISION 2040 provide guidance for regional growth management and transportation decision making. It calls for containing the majority of the region's future growth within designated urban growth areas, focusing the growth in compact communities. The multi-county planning policies contained in the PSRC Regional Metropolitan Transportation Plan (aka "Vision 2050") are used to certify local transportation elements for conformity with the requirements of the GMA.

Community Transportation Issues

The Town of Skykomish is focused on four issues related to transportation. Each of these issues is critical to meeting the Town's vision of improving safety, accessibility, connectivity, and circulation around town for residents and visitors and offering a range of modal choices. These issues are:

- *Attracting visitors and vehicle traffic on US 2 to enter Skykomish, spend time, and purchase goods and services from local businesses.*
- *Efforts to complete ADA upgrades and active transportation connections in Skykomish.*
- *Efforts to make safety improvements to at-grade crossing of railroad tracks to increase safety and improve quality of life for Skykomish residents.*
- *Exploration of funding opportunities and partnerships to improve access management and safety on US 2 through Skykomish.*

Transportation will be vital to the Town's future growth, both within the downtown and along the US 2 corridor. Skykomish is positioned to benefit from growth in all-season recreational opportunities, both in town and in the surrounding Federal and State forests and parks. Growth at Stevens Pass Ski Resort will also affect the Town. Two transportation issues that will arise from this anticipated growth are:

- *Wayfinding and circulation for visiting traffic*
- *Parking*

These two issues are not currently the focus of Skykomish's Transportation Plan but

are important future transportation issues to address. The following sections will focus on the primary four concerns while making improvements to these secondary issues where possible.

Community Engagement

The Town of Skykomish has been very engaged in developing the vision for the Town's transportation future and identifying the primary and secondary transportation concerns. The Town has engaged WSDOT in planning-level discussions related to the US 2 corridor, access management, the 5th Street intersection and signage improvements in 2012 and 2017. In 2018, the Town hosted an event sponsored by the American Planning Association's Washington Chapter, the Community Planning Assistance Team (CPAT). Based on APA CPAT and WSDOT coordination, the Town developed the 2019 Transportation Plan to provide a framework for future transportation improvements and communicate the Town's vision to regional planners and partner agencies. Unfortunately, WSDOT's position on the US 2 roundabout has changed and the Town does not have the capacity by itself to pursue this worthy, but very expensive transportation improvement project.

To gauge how community priorities had changed since 2019, EJ Land Use Planning consultants administered a Town of Skykomish community survey in the summer months of 2023 and shared the final survey findings with the Town Council in autumn 2023. The survey yielded 55 total responses, including 45 Town residents and 10 responses from people who lived just outside of Town or were owners of vacation homes in Skykomish. Regarding transportation, the top request from residents and visitors was for sidewalk, bikeway, and trail improvements in Town. The US 2 roundabout was not specifically requested, but a few comments requested better entry/exit to Town.

In addition to the community survey, the Town has conducted public meetings throughout 2023 and 2024 on various aspects and elements of the 2024 Comprehensive Plan. An Open House was held in Fall 2024 with exhibits highlighting various elements of the Comprehensive Plan and inviting Town residents to review plan elements, ask questions, offer comments, and make suggested revisions.

Transportation Financing Plan

Revenue sources available to the Town of Skykomish for transportation facility improvements fall under two types, multi-use, and single-use revenue sources.

1. Multi-use: taxes, fees, and grants which may be used for virtually any type of capital facility (but which may become restricted if and when adopted for a specific type of capital facility). These include (among others) property tax, general obligation bonds & lease-purchase (property tax excess levy), and councilmanic bonds.

2. Single use: taxes, fees, and grants which may be used only for a particular type of capital facility. For transportation, these revenue sources include (among others) Motor Vehicle Fuel Tax, Local Option Fuel Tax, Commercial Parking Tax, and Transportation Benefit District, a program which the Town can consider adopting as a financing system for necessary transportation facilities improvements.

Existing Transportation Services and Facilities

The assessment of existing transportation services and facilities allows the Town to identify transportation needs and improvements. An inventory of these facilities provides a reference point of the operation of transportation facilities and services. Establishing the operational baseline of the Town will help with prioritizing future improvements to manage projected increases in traffic from growth in hospitality and recreation.

More information can be found in the Land Use Appendix.

Goals

- T-G1** Provide a safe and effective transportation system that includes streets, sidewalks, and trails, that supports the Land Use Element, and meets the needs of residents traveling by automobile, transit, bicycle, or pedestrian means.
- T-G2** Preserve and enhance the small town and rural-residential character of the community through street beautification, including trees, benches, and other amenities that promote a sense of community.
- T-G3** Provide transportation facilities and services in a manner that protects and enhances the environment.
- T-G4** Communicate and coordinate the multimodal transportation needs and interests of Skykomish with adjacent communities and applicable agencies.
- T-G5** Investigate and promote alternative forms of transportation, including ridesharing, transit, train travel, and other viable options that reduce single occupant vehicle travel.
- T-G6** Coordinate with the Washington State Department of Transportation (WSDOT) to manage land development and local street access along US2 to protect the functional viability of the highway and to support economic development.
- T-G7** Periodically review the condition and levels of service of transportation facilities.

- T-G8** Support interagency coordination to achieve ongoing funding and improvements to the local and regional multimodal transportation system.
- T-G9** Encourage and solicit public participation from residents in the planning, design, and implementation of multimodal transportation system improvements.
- T-G10** In recognizing the important role that sidewalks, trails, and streetlights play in providing a safe and pleasant environment within the community, the Town's design standards shall regulate public and private development to create safe and attractive pedestrian spaces.

Policies

▪ Transportation System

- T-P1** Maintain a multimodal system of transportation facilities and services that adequately serves the access and circulation needs of Town residents and visitors and seek to improve transportation facilities to recognize the community's needs.
- T-P2** Periodically review the condition and levels of service of transportation facilities.

▪ Street Network

- T-P3** Encourage the connection of streets when considering the development of new streets or street improvements, while minimizing the use of cul-de-sacs, dead-end streets and other design features that reduce circulation and limit emergency access.
- T-P4** Streets shall be designed to support anticipated future development on adjacent undeveloped or underdeveloped properties.

▪ Street Classification

- T-P5** Skykomish streets shall be classified according adopted street standards that are consistent with federal, state, and regional guidelines.
- T-P6** Apply appropriate standards for street development that recognize the functional hierarchy of streets and the small-town character of the community.
- T-P7** Provide mapped inventories of all major transportation networks,

including automobile, transit, freight vehicles, sidewalks, bikeways, multiuse trails, airports, and railroads in the Transportation Plan.

▪ Implementation

- T-P8** Seek to bring existing streets up to the Town's standards for new streets as funding is available.
- T-P9** Seek funding opportunities to develop and maintain a road maintenance program to prevent the deterioration of public streets.
- TP-10** Explore the feasibility of alternative and innovative transportation financing methods to support ongoing maintenance, preservation, and operation of the Town's transportation system.
- T-P11** Coordinate with major freight haulers entering the Town regarding opportunities for lessening impacts on the community, including recommending routes through Town.
- T-P12** Coordinate with the Washington Department of Transportation and State Highway Patrol to identify alternatives and mitigations to the rerouting of US 2 traffic through Skykomish in the event of accidents along US 2.
- T-P13** Coordinate with King County, WSDOT, the Washington Traffic Safety Commission, and PSRC to encourage safety improvements to U.S. Highway 2.
- T-P14** Collaborate with King County and PSRC to identify transportation system improvements deemed necessary to accommodate growth while improving safety and human health.

▪ Funding

- T-P15** Seek funding opportunities to plan and develop a system of interconnected walkways and bicycle ways that provide safe passage between residential areas, schools, and commercial and recreational areas. Areas prioritized for improvements include:
 - *Cascade Highway*
 - *Access to Town Park*
 - *Connections to the school*
 - *Connection to and throughout the commercial area*
 - *Work with the Burlington Northern & Santa Fe Railroad and County and State transportation officials to monitor and improve*

railroad crossing safety.

- T-P16** Develop a 20-year finance plan that balances transportation improvement needs, costs, and revenues available for all modes to assist in updating the annual adoption of the Six-Year Transportation Improvement Program (TIP).
- TP-17** Reassess land use and transportation assumptions if the level of service standards cannot be maintained due to funding shortfalls.

- **US Highway 2 (US 2)**

- T-P18** Work with WSDOT, and King and Snohomish Counties, to design improvements to SR2 that enhance the aesthetics of the highway and are consistent with the character of the Town and the highway's designation as a "greenway."
- T-P19** Coordinate with the Washington State Department of Transportation (WSDOT) to manage land development and local street access along US2 to protect the functional viability of the highway and to support economic development.

- **Street Design**

- T-P20** The Town of Skykomish recognizes the important role that sidewalks, trails, and streetlights play in providing a safe and pleasant environment within the community. The Town's design standards shall regulate public and private development to create safe and attractive pedestrian spaces.
- T-P21** The design of street and right-of-way improvements, including sidewalks, should be consistent with the historic character of the Town and with historic designations. Prioritize the protection of wildlife habitat corridor connections and implement methods such as underpasses, overpasses, and other innovative solutions to reduce human-wildlife conflicts and vehicle collisions as Skykomish continues to grow.

- **Transportation Safety**

- T-P22** The Town shall work with local public safety officials to identify and evaluate unsafe traffic conditions, and work to improve traffic safety through installation of appropriate street improvements, including wildlife crossings.
- T-P23** The Town of Skykomish shall seek to provide for the safe integration of bicycle, pedestrian, rail, and motorized transportation networks.
- T-P24** The Town shall encourage buffering between motorized and pedestrian

modes of travel by physical space, landscape strips or other methods.

- T-P25** The Town shall require all new streets and transportation facilities, and substantial improvements to streets and transportation facilities, to be built in accordance with adopted standards.
- T-P26** Adequate illumination should be provided on all streets to provide safe pedestrian environments while not intruding on residences.
- T-P27** The Town shall work with the Burlington Northern & Santa Fe Railroad and county and state transportation officials to monitor and improve railroad-crossing safety.

- **Pedestrian and Bicycle Facilities**

- T-P28** Explore the possibility of constructing a pedestrian bridge to increase access to the Town Park.
- T-P29** Encourage the designation of regional bicycle routes throughout the Skykomish Valley including the Old Cascade Highway in conjunction with King and Snohomish Counties and WSDOT.
- T-P30** Require new developments to provide pedestrian connections to establish a comprehensive pedestrian network.
- T-P31** Arterials and collectors should be designed with sufficient shoulders to allow for safe bicycle use and include safe bicycling signage.
- T-P32** Sidewalks should be designed and constructed to allow for disabled access in compliance with federal law.
- T-P33** Coordinate with the Burlington Northern and Santa Fe Railroad to enhance the pedestrian crossing of the railroad at Fifth Street.

- **Environment and efficiency**

- T-P34** Minimize impacts on environmentally sensitive areas, including natural drainage patterns.
- T-P35** Develop transportation plans and programs that consider the impact to air and water quality and support County, regional, and state air quality goals and requirements. Educate residents about air quality impacts, alternative modes of transportation and alternative fuels.
- T-P36** Prepare for emerging trends and technologies (Intelligent Transportation System (ITS), Electric charging stations, automated and

connected vehicles, on-demand smart signals, etc.) to enhance the efficiency of the Town's transportation system.

- T-P37** The Town shall evaluate all land use permit applications for biofiltration, storm drainage, and improvements (such as curbs and gutters) to minimize the impacts of polluted stormwater runoff.
- T-P38** Increase the resilience of the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses with state, regional, and local agencies.
- T-P39** Encourage the provision of transit and train service to the Town in a manner that supports and is consistent with current railroad operations.

▪ **Concurrency**

- T-P40** Monitor the transportation impacts of proposed development on the capacity of the street system. New development shall be allowed only when and where all transportation facilities are adequate at the time of development, or when a financial commitment is in place to complete the necessary improvements or strategies that will accommodate the impacts within six years.
- T-P41** Development permits shall be issued when projects address the need for transportation improvements will maintain adopted level of service (LOS) standards. Developers may provide needed improvements in transportation facilities and/or services that may be financed individually through developer contributions or jointly through local improvement districts (LIDs). Developers may propose other strategies to mitigate impacts of their projects so long as these strategies are consistent with the Town's goals and policies.
- T-P42** Construction of new streets and related pedestrian improvements directly serving new development and pay a fair-share costs for specific off-site improvements needed to mitigate development impacts.
- T-P43** Exempt the development of critical public facilities, such as schools, libraries, emergency services, and municipal facilities from concurrency requirements. Such exemptions do not relieve the projects from required transportation fees and improvements.

▪ **Level of Service**

- T-P44** Skykomish adopts a roadway segment level of service (LOS) standard of "C" for roadways within the Town (not including US2). Crossing of the BNSF rail lines should be addressed in coordination with the railroad and state and federal agencies.

- T-P45** Solicit action by WSDOT and the County to plan for and construct improvements to US 2 that are necessary to maintain highway functionality at the state-adopted LOS.
- T-P46** Reassess land use and transportation assumptions if the level of service standards cannot be maintained due to funding shortfalls.
- T-P47** Implement adopted Active Transportation LOS Standards.
- T-P48** Adopt Transit-Supportive LOS Standards based on regional transit agency long-range plans.

▪ **Transportation Demand Management**

- T-P49** Promote the use of alternatives to the single-occupant automobile as a means of reducing the demand for construction of new streets and arterials.
- T-P50** Work with local transit providers to seek effective, accessible, and convenient transit services to Skykomish residents, including the elderly, youth, low-income, and disabled.
- T-P51** Work with public and private transit providers to provide shuttle service to Gold Bar, Sultan, Monroe, and other communities and facilities to the west of Skykomish.
- T-P52** Focus transportation system improvements on walking, biking, and rolling in the Town center and in support of regional tourism.

▪ **Interagency Coordination**

- T-P53** Work with county (King and Snohomish), state, and federal agencies, and rail corporations to encourage the use of rail for transportation, tourism, and recreation.

▪ **Regional Transportation Facilities and Strategies**

- T-P54** Encourage WSDOT to monitor and develop transportation solutions that alleviate weekend traffic impacts, and impacts resulting from accidents occurring on US 2.
- T-P55** Ensure that both the local and regional transportation systems in Skykomish provides for the safe, efficient, and reliable movement of people, goods, and services by prioritizing funding to maintain, rehabilitate, or replace roadways.

▪ **Parking**

- T-P56** Provide or require visitor parking areas with directional signage to encourage tourist activity in commercial areas.
- T-P57** Identify a preferred location for a park-and-ride lot to support tourism and recreation.
- T-P58** Encourage transit providers to provide a shuttle service to Stevens Pass, the Iron Goat Trailhead, and other recreation opportunities.
- T-P59** Encourage parking to be located at the side and rear portions of sites and limit the overall width of parking areas, consistent with Skykomish's small town character and ensure reasonable access for seasonal snowplowing operations.
- T-P60** Encourage the use of joint-use parking opportunities for churches, public buildings, recreation destinations, and commercial areas.

▪ **Public Access**

- T-P61** Ensure that the transportation system provides for the safe, efficient, and reliable movement of people, goods, and services by prioritizing funding to maintain, rehabilitate, or replace roadways.
- T-P62** Encourage restoration of the Old Cascade Highway at the location of the Miller River Washout or encourage construction of an alternative access route.
- T-P63** Establish a volunteer citizen task force to coordinate with King County to ensure that safety and other implications of the Old Cascade Highway - Miller River Washout are addressed. Task force goals include:
 - Maintain awareness of activities of King County with respect to the Washout.
 - Establish and foster contacts with other groups concerned about the Washout.
 - Identify mitigation solutions.
 - Advise the Mayor and Town Council on actions.

▪ **Public Participation**

- T-P64** Incorporate racial and social equity in planning for transportation improvements, programs, and services in historically underserved neighborhoods and vulnerable populations.

Economic Development Element

Purpose and Relationship to GMA

This element provides a blueprint for actions aimed at increasing Skykomish's economic well-being. The Growth Management Act requires cities to prepare an economic development element consisting of the following:

- *An inventory of existing businesses;*
- *An analysis of the economic impact of existing businesses considering the number of employees, business activity, historical growth, and projected employment capabilities;*
- *A statement of goals, policies, objectives and mandatory provisions to promote the retention and expansion of existing businesses and the recruitment of new businesses; and*
- *Identification of future needs including capital facilities, infrastructure, and work force training to foster economic development opportunities.*

While state funding for this element analysis is not currently available, it is not mandatory that the Town complete this Element work. However, the Town has determined that it is important to establish a framework of goals, policies, and strategies that can work with those of the other elements to guide future economic growth and development.

Because of its size and location, Skykomish plays a minor role in the regional economy. While Town government has limited ability to influence the economy, it is important to establish this framework and use it to forge local and regional partnerships that provide jobs, increase revenues, and improve the quality of life.

Goals, Policies, and Strategies

The following goals, policies, and strategies are intended to provide a foundation for Town decisions regarding incentives that promote desired results; regulations that strengthen the Town's ability to guide planning; and measures for monitoring and assessing performance.

Goals

ED-G1 Support economic growth through continued business retention,

expansion, and formation consistent with the Comprehensive Plan, the 2018 Economic Development Strategic Plan, the Town's adopted vision and the other elements.

ED-G2 Promote the creation of family-wage jobs that will serve the residents of Skykomish.

ED-G3 Encourage activities 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.

ED-G4 Encourage public-private partnerships to nurture entrepreneurship, innovation, and business growth.

ED-G5 Maintain public capital facilities infrastructure and regulatory incentives that will support existing businesses and foster new business development.

Policies and Strategies

- **Interjurisdictional Coordination, and Technical and Funding Assistance**

ED-P1 Continue to work with the Washington State Department of Commerce and King and Snohomish Counties' economic development programs, to evaluate economic development options, garner technical assistance, and identify opportunities for coordinated marketing and cost-sharing promotion.

ED-P2 Encourage strong ties with state and local agencies and organizations to promote tourist-related business and activity in Skykomish.

ED-P3 Work with the Burlington Northern & Santa Fe Railroad to identify any railroad land that may be surplus, and consider the economic development opportunities associated with the reclamation of that land.

ED-P4 Consider business opportunities presented by the proximity of the Skykomish State Airport and coordinate with the Aviation Division of the Washington Department of Transportation on opportunities for joint use of that facility such as agency

agreement for Community Drainfield on south side of airport.

ED-P5 Encourage the siting of larger museum for the Town's model railroad facility and coordinate with the Burlington Northern & Santa Fe Railroad to build and operate this function.

ED-P6 Coordinate with WSDOT and the business community to support the siting and development of commercial activity in the north US2 neighborhood and include the establishment of safe non-motorized transportation improvement with the expectation of cross-town travel between all commercial districts.

▪ **Business Development**

Skykomish needs to establish a foundation of information and self-knowledge upon which it can efficiently and effectively leverage the Town's resources, the resources of other governmental agencies, regional and state economic development organizations, and existing local business interests to act in a coordinated manner to pursue economic development. This foundation of information will provide the "intellectual infrastructure" necessary to use resources wisely to expand existing businesses and provide the social, cultural, economic, and governmental climate needed to attract new businesses.

ED-P7 Prepare and maintain an assessment of Skykomish's business strengths, weaknesses, opportunities, and threats (SWOT).

Business leaders and the Town should evaluate the kinds of businesses and jobs that can be supported by the community. This would include assessing Skykomish's competitive advantages and disadvantages, workforce characteristics, and the status of barriers and incentives for business development and operation. This analysis should be periodically re-evaluated.

ED-P8 The local business community and the Mayor and Town Council should work towards a Skykomish business development plan.

An advisory commission or committee comprised of key landowners, business owners, school district representatives, and community organizations would serve as a sounding board for business initiatives sponsored by the Town or other proponents; assist in recruiting new businesses; and advise the Town as it reviews and refines these goals and policies.

ED-P9 Support a marketing and information program for business recruitment and retention efforts.

The market assessment and business development plan would provide a “toolkit” of materials promoting Skykomish as a destination and place to do business. This could include informational materials such as fliers, coordinated website information, checklists, and brochures that can be used in targeted marketing efforts as well as to assist existing businesses in planning for building improvement and expansion, and clarifying how to process land use requests.

- ED-P10** Foster strong relationships and business and event opportunity partnerships with nearby recreational organizations including the Pacific Crest Trail Association (PCTA) and Vail Resorts, owners of the Stevens Pass Ski Area (SPSA).

With the close vicinity of the Town to these important nationally recognized recreation areas, a strong business partnership can provide a mutually beneficial support opportunity. Seeking official recognition as a PCTA affiliate “Trail Town” enhances the already strong connection of the Town to that of lending support to Trail users of the PCT. The need for resupplying, accommodations, and other support services that the Town provides is integral to hikers coming off the PCT.

Opportunities also exist to achieve a strong connection with the SPSA to realize transportation, seasonal housing, and associated retail and service support for visitors to the SPSA while traveling past the Town of Skykomish.

- ED-S1** Complete an evaluation of best management practices for handling of nuisance and abandoned property and amend Town municipal code to address proper handling of such circumstances.
- ED-S2** Develop appropriate codes, policies, procedures, fees, and permitting processes to support events that use Town facilities.
- ED-S3** Support private investment and development of commercial properties in Town by establishing coordinated informational resource sharing and project review and permitting pre-development meetings.
- ED-S4** Partner with local business interest groups and organizations to identify specific development opportunities that target the establishment of family restaurants, grocery, retail and specific service industries for the Town’s retail, hospitality, and outdoor recreational commercial markets.

▪ **Infrastructure and Capital Facilities**

Adequate roads, utilities, and telecommunications facilities are fundamental to Skykomish’s ability to attract and retain businesses and the jobs that go with them.

While the short-term and long-term needs for these facilities are addressed in other plan elements, it is important that the Town identify those facilities needed to attract and retain businesses and establish a plan for how such facilities will be developed, maintained, and updated.

ED-P11 Maintain and expand improvements to telecommunications technology that provide secure, reliable, and affordable access to citizens, businesses, and institutions as well as recognize new technologies.

ED-P12 Support efforts to provide continued high speed fiber upgrade improvements.

- **Permitting**

ED-P13 Ensure that the permitting process is timely, legally appropriate, equitable and complies with codes and standards consistent with the Comprehensive Plan and state and federal law.

ED-P14 Ensure that the land development permitting materials and forms are updated on a regular basis and provide a clear understanding of the review process and schedule.

ED-P15 Update and consolidate the land development permitting process to meet standards identified in the newly adopted State Local Project Act and SB5290 to improve the project review and permitting process including review timelines and digital permit processing.

- **Entrepreneur and Work Force Training and Support**

Two types of support are critical to sustaining a strong local economy. Residents and existing business owners frequently need assistance in preparing business plans and marketing strategies and need help in securing appropriate training in management and operations. Local businesses also need properly trained employees to work in their establishments. The Town should encourage and support opportunities for education and training institutions of employers and employees to enable residents to improve their competencies.

ED-P16 Provide information about county, state, and federal agencies, such as the U.S. Small Business Administration, and related organizations' programs for training business owners and managers.

ED-P17 Support employers and social service providers to coordinate employment and training opportunities for disadvantaged

persons including support for transportation, dependent day-care, language, and access to housing.

- **Monitoring**

The Town should monitor the performance of these policies and strategies on a regular basis so that they can be amended or supplemented to remain current with community needs.

ED-P18 Establish and monitor performance measures for economic development. These may be in terms of new jobs created, increased tax revenues, increased retail sales, as well as qualitative terms such as wider diversity in shopping and service availability and higher quality employment opportunities.

- **Marketing**

The Town should foster business partnerships and encourage the furtherance of strong and supportive ties to small businesses and other economic drivers to bring visitors and prospective customers to Town businesses.

ED-P19 Monitor new short-term rental program to ascertain level of occupancy and strength of visitor commerce in town.

ED-P20 Establish and support in partnership with NW Pilots Association “Fly In” tourism activity events.

ED-P21 Complete and inventory/survey of current signage and support efforts to establish placemaking and wayfinding signage, historical markers, and other graphic and visual markings to help promote Skykomish’s small town charm.

ED-S5 Establish a Town Beautification Plan to support annual plantings, street banners and other public space beautification measures.

ED-S6 Complete a master plan process for development of Old Forest Service Compound.

ED-S7 In coordination with local business interest groups and organizations, market Town as a prime location for small cottage and artisan business incubator.

ED-S8 Budget and site for the development of public parking and bathroom facilities.

ED-S9 Seek grant funding assistance to build and site public electric vehicle charging stations.

Utilities Element

Purpose and Relationship to GMA

The Washington State Growth Management ACT (GMA) requires cities to prepare a Utilities Element consisting of:

- a. *An inventory of current capital facilities owned by public entities showing the location and capacities of those public utilities;*
- b. *A forecast of the future needs for such utilities;*
- c. *The proposed capacities of expanded or new capital facilities and utilities;*
- d. *At least a six-year plan that will finance capital facilities within the projected funding capacities and clearly identify 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 element, and finance plan within the capital facilities plan element are coordinated and consistent.*

Under the GMA, a utilities element is required to address all public utilities.

Organization of Utilities Element

This element is presented in three parts:

1. *Utilities inventories and needs projections.*
2. *Utilities revenue sources and amounts.*
3. *Goals, policies, and actions to provide overall direction for utilities decisions in accordance with the Growth Management Act.*

The element should provide a framework for the efficient and predictable provision and siting of utility facilities and services within the Town consistent with the serving utilities' public service obligations. This element includes private utilities, (those not provided by the Town) including electricity, telecommunications, and solid waste collection and disposal. This Plan applies to the Town's relationship with current utility providers and any of their successors.

The Washington Utilities and Transportation Commission (WUTC) regulates the

rates, services, and practices of privately- owned utilities and transportation companies, including electric, telecommunications, natural gas, water, and solid waste collection companies.

Most utilities under the WUTC's jurisdiction must provide suitable facilities to supply service on demand. State law regulates the rates, charges, services, facilities, and practices of these utilities. Any changes in policies regarding these aspects of utility provision require WUTC approval.

The primary responsibility for planning private utilities rests with the utility providers. This planning, however, should be consistent with the Land Use and Utilities Elements of the Comprehensive Plan adopted by the Town of Skykomish.

Additional Information supporting the Utilities Element, including an inventory of utility facilities, is contained in the Utilities Appendix.

Goals

- UT-G1** Ensure that utilities, including electricity, natural gas, telecommunications, and solid waste collection and recycling, are available or can be provided to support existing and designated land uses in a manner that is fiscally and environmentally responsible, aesthetically acceptable to the community, and safe for nearby inhabitants.

Policies

- **General**

- UT- P1** When utilities are installed, they should be designed with sufficient capacity to accommodate projected land uses in accordance with the Land Use Element.
- UT-P2** Coordinate with utility providers at early stages in planning for needed facilities by encouraging utility providers to use the Land Use Element of this Plan in planning for future facilities and reviewing proposals by public and private utility providers, including recommending alternate locations for new facilities.
- UT-P3** Minimize adverse environmental, aesthetic, and fiscal impacts associated with the siting, development, and operation of utility services and facilities.

- UT-P4** Promote the coordination of utility construction, and the collocation of utility facilities in shared corridors and trenches to reduce costs, minimize the amount of land allocated for this purpose, and to minimize construction disturbances.

▪ **Electrical and Telecommunication**

- UT-P5** The Town shall require franchise agreements for all utilities located in the right-of-way and may seek enhanced telecommunications services to benefit the community as a part of franchise agreements.
- UT-P6** The Town of Skykomish shall require new utility distribution lines and telecommunication lines to be located underground, except for high voltage electrical transmission lines, and based on coordination with local utility providers.
- UT-P7** Where physically feasible, the Town of Skykomish shall require existing utility distribution lines and telecommunication lines to be placed underground as streets are widened and/or redeveloped and based on coordination with local utilities.
- UT-P8** Promote conservation measures to reduce the need for additional utility distribution facilities in the future.
- UT-P9** Work with utility providers to provide safe public trails within utility corridors.
- UT-P10** Encourage utility providers to plant lower-growing trees and shrubs in utility corridors, where appropriate, and to limit disturbance to vegetation to that which is necessary for the safety and maintenance of transmission facilities.
- UT-P11** The Town shall require that new cellular/wireless communication facilities be located and designed in a manner that is sensitive to the surrounding character and that minimizes aesthetic impacts.

▪ **Solid Waste**

- UT-P12** Drop box stations or transfer stations for solid waste shall be located and designed to minimize impacts on adjacent existing and designated uses. Drop box stations or transfer stations for solid waste shall be secure, safe, and buffered from adjacent uses.
- UT-P13** Solid waste management shall conform to the Washington State laws

regarding solid waste management.

UT-P14 Encourage King County to continue to support recycling activities.

▪ **Puget Sound Energy**

UT-P15 Partner with PSE to promote financial assistance and discounted billing programs for income qualified residents to ensure that the most vulnerable are not disproportionately impacted by the State's clean energy transition.

UT-P16 Partner with PSE to promote and support programs designed to decrease load on the grid during times of peak use.

UT-P17 Support Electric Vehicle charging infrastructure throughout the community to support the decarbonization of our transportation sector.

UT-P18 Partner with PSE to promote energy efficiency programs and initiatives.

UT-P19 Expedite permitting processes related to energy efficiency upgrades.

Capital Facilities Element

Introduction

The Capital Facilities Element establishes the goals and policies for investing in and maintaining the Town's capital facilities, such as buildings, streets, and municipal utility systems. The level of investment in capital facilities should correspond to other elements of the Plan, including the anticipated growth and land use pattern, and the level of service desired by the community.

The GMA requires cities to prepare a capital facilities element consisting of:

- *An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities*
- *A forecast of the future needs for such capital facilities*
- *The proposed locations and capacities of expanded or new capital facilities*
- *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*
- *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. Park and recreation facilities shall be included in the capital facilities plan element.*

Capital facilities investments include major rehabilitation or maintenance projects on capital assets; construction of new buildings, streets, and other facilities; and land for parks and other public purposes.

The GMA also requires communities to adopt policies that address how the location of “essential public facilities” of state and regional significance will be prioritized, coordinated, planned, expanded, and sited through an interjurisdictional process.

The Transportation Element of the Plan includes goals and policies for transportation, but the Capital Facilities Element includes discussion of finance for both capital facilities and transportation.

The Town of Skykomish is responsible for efficiently providing facilities and services that are needed by the current and future residents and businesses for a safe, secure, and well-functioning environment. These facilities and services include but are not limited to municipal services, police and fire protection, parks, streets, water service, storm drainage, and schools. Not all these services are built, maintained, and/or operated by Town government. Some facilities and services are provided by outside agencies or districts, such as schools, public safety and fire services. The

Town currently directly supports facilities and services for municipal government, park and recreation, sanitary sewer, stormwater management, water, and some transportation facilities. The Town provides facilities for police services. The Town has agreements with, or contracts for services from, outside providers for police and fire services, as well as school facilities and services.

The Utilities Element addresses private utilities such as power and telecommunications. Only Town-owned, operated, or maintained facilities and services have costs associated with them in the capital facilities expenditures listing. The Skykomish School District Capital Facilities Plan is adopted by reference by this Comprehensive Plan. Information supporting the Capital Facilities Element, including an inventory of capital facilities, information about funding sources, and the 20-year capital improvement plan, is contained in the Capital Facilities Appendix.

Goals

- CF-G1 Enhance the quality of life in Skykomish through the planned provision of public capital facilities, provided by the Town or by other public and private entities.
- CF-G2 Ensure the timely and adequate provision of public facilities to accommodate planned land uses consistent with the goals and policies of the Land Use and Transportation Elements.
- CF-G3 Finance needed capital facilities in a manner that is economical, efficient, and fair.
- CF-G4 Ensure that capital facilities and public services necessary to support new development are adequate to serve the development based on community need, financial capacity, and adopted levels of service.
- CF-G5 Ensure that new growth and development pay for a proportionate share of the cost of new facilities needed to serve such growth and development.
- CF-G6 Ensure that essential public facilities of state or regional significance are sited through cooperative and coordinated planning with other jurisdictions in the region.
- CF-G7 Manage stormwater and wastewater to protect habitat and other resources, to prevent contamination and sedimentation.

Policies and Strategies

▪ General

- CF-P1 Share costs to develop and maintain public capital facilities, such as parks, libraries, schools, community meeting facilities, and administrative facilities with non-Town service providers as appropriate.
- CF-P2 Coordinate with King County to identify any program-coordination and cost-sharing opportunities for facilities and services of mutual interest, including but not limited to, social, human, and medical services, and various environmental services.
- CF-P3 Maintain an inventory of existing capital facilities owned by public entities including locations and capacities.
- CF-P4 Project needs for improvements to capital facilities based on current facility deficiencies, community needs, adopted level of service standards, and forecasted growth in accordance with this Plan.
- CF-P5 Develop and fund an annual maintenance program to ensure that the Town investment in public facilities is adequately maintained.
- CF-P6 Require placement of new utilities within the existing right-of-way whenever possible.
- CF-P7 Extend capital facilities and public services to the boundaries of the urban growth area (currently the Town limits) based on an established need and demand.
- CF-P8 Require all annexations and new development to connect with Town of Skykomish utilities that are available at the time of annexation or development, or to accommodate future connection to Town utilities that are anticipated to be available within six years.

▪ Level of Service Standards

- CF-P9 The Town adopts the following level of service standards for capital facilities planning purposes: *Transportation LOS “C” adopted in Transportation Element*
- CF-P10 Coordinate with other public entities that provide public services within the Skykomish planning area, including the Skykomish School

District #404 and Fire District #50, to develop and maintain consistent level of service standards.

▪ **Concurrency**

- CF-P11 Ensure that the density and intensity of new development are compatible with the level of existing or planned public facilities that are necessary to support such development.
- CF-P12 New development shall be allowed only when and where such development can be adequately served by essential public utilities without reducing service below adopted levels of service.
- CF-P13 The Town shall review new developments for concurrency. Applicants shall provide information relating to impacts on public facilities and services that would be caused by proposed developments. The Town shall evaluate the impact analysis and determine whether the development will be adequately served by public facilities.
- CF-P14 Ensure that sufficient public facilities and services are available or will be made available to serve the development.

▪ **Financing**

- CF-P15 Maintain a six-year plan to finance needed capital facilities, as determined by adopted level of service standards and projected funding capabilities clearly identifying funding sources. The finance plan shall be updated annually.
- CF-P16 If the six-year capital facilities finance plan shows that projected funding is inadequate to finance projected capital facilities needs based on adopted level of service standards and forecasted growth, adjustments shall be made to the level of service standards, Land Use Element, or both to achieve a balance between funding capacities and needed facilities.
- CF-P17 To reduce the cost of capital facilities, the Town shall work to protect investments in existing facilities, maintain existing facilities, and maximize the use of existing facilities before investing in new facilities.
- CF-P18 If adequate public facilities are unavailable and public funds are not committed to provide such facilities, applicants for new projects must provide the facilities or agree to necessary additional financing. These facilities shall be constructed in accordance with Town standards and shall be transferred to the Town.

- CF-P19 Long-term borrowing for capital facilities should be considered an appropriate method of financing large facilities that benefit more than one generation of users.
- CF-P20 Where possible, special limited-assessment, revenue, and other self-supporting bonds may be used instead of tax-supported general obligation bonds.

▪ **Community Facilities**

- CF-P21 Community facilities should be located, designed and operated to be compatible with neighboring uses and should be centrally located and accessible. Safe and convenient access should be provided.

▪ **Essential Public Facilities**

- CF-P22 Coordinate with other jurisdictions to ensure the efficient and equitable siting of essential public facilities consistent with RCW 36.70A.200(5).
- CF-P23 Proposed new or improvements to existing essential public facilities should be sited consistent with the Skykomish Comprehensive Plan and Countywide Planning Policies.
- CF-P24 A facility may be determined to be an essential public facility if it has one or more of the following characteristics:
- The facility meets the Growth Management Act definition of an essential public facility;
 - The facility is on a state, county or local community list of essential public facilities;
 - The facility serves a significant portion of the County or metropolitan region or is part of a Countywide service system; or
 - The facility is difficult to site or expand.
- CF-P25 The process to site proposed new or expansions to existing essential public facilities shall consist of the following:
- An analysis of current and projected climate-related hazards, such as flooding;
 - An inventory of similar existing essential public facilities, including their locations and capacities;
 - A forecast of the future needs for the essential public facility;

- An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;
- An analysis of the proposal's consistency with King County and Town of Skykomish policies;
- An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;
- An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;
- An analysis of environmental impacts and mitigation; and
- Extensive public involvement.

▪ **Water**

- CF-P26 Update the Comprehensive Water Supply Plan consistent with state and federal requirements.
- CF-P27 Ensure that the Town has adequate water service.
- CF-P28 Improve the water utility system to provide water service to accommodate projected land uses in accordance with the Water Supply Plan and the Comprehensive Plan.
- CF-P29 Encourage conservation of water use through promotion of conservation devices and behavioral changes intended to minimize water consumption.
- CF-P30 Implement measures to ensure the protection of the water source and potential future sources, including, but not limited to:
- Designate and protect critical aquifer recharge areas for potable water;
 - Restrict the use of hazardous chemicals and materials within the aquifer recharge and wellhead protection areas that could contaminate the potable water source;
 - Limit the creation of impervious surface areas to maintain the recharge capacity of the aquifer;
 - Maintain, and periodically update, an emergency water supply plan that could be activated if existing wells become contaminated;
 - Develop a comprehensive spill response plan to minimize the potential for ground water contamination occurring as a result of accidental release of hazardous materials; and

- Periodically update the Town’s wellhead protection studies to recognize changes to land uses within the aquifer recharge area.
- CF-P31 Require all annexations and new development to connect to the Town of Skykomish water system when available at the time of annexation or development, or to accommodate future connection to public water utilities that are anticipated to be available within three years.
- CF-P32 Facilitate connecting all existing development to public water facilities within the next 10 years so long as it is physically feasible and fiscally responsible to implement.
- CF-P33 As new development occurs adjacent to properties with private wells, the Town should encourage them to be either connected to the Town’s water system (if feasible) or should ensure through development review that adverse impacts to existing wells from new development is avoided or mitigated.
- CF-P34 The Town shall consider extension of water services to areas outside the Town only if the cost of that extension is borne by the recipients.

▪ **Sanitary Sewer**

- CF-P35 Operate and maintain the sewer system in accordance with the adopted Sanitary Sewer Plan that addresses facilities and services to provide an adequate collection and treatment system to residents and businesses of Skykomish.
- CF-P36 Properties served by the Town’s system shall participate through rates charged for the service used to operate and maintain the facilities.
- CF-P37 Coordinate with the King County Health Department as necessary to ensure adequate provision of services.
- CF-P38 Prohibit future on-site treatment.
- CF-P39 Encourage regular inspections, maintenance, and pumping of existing on-site systems and shall seek to provide education regarding proper maintenance of septic systems. On-site wastewater treatment shall be inspected frequently, and proof of pump out

systems shall be required in areas with an elevated risk of system failure.

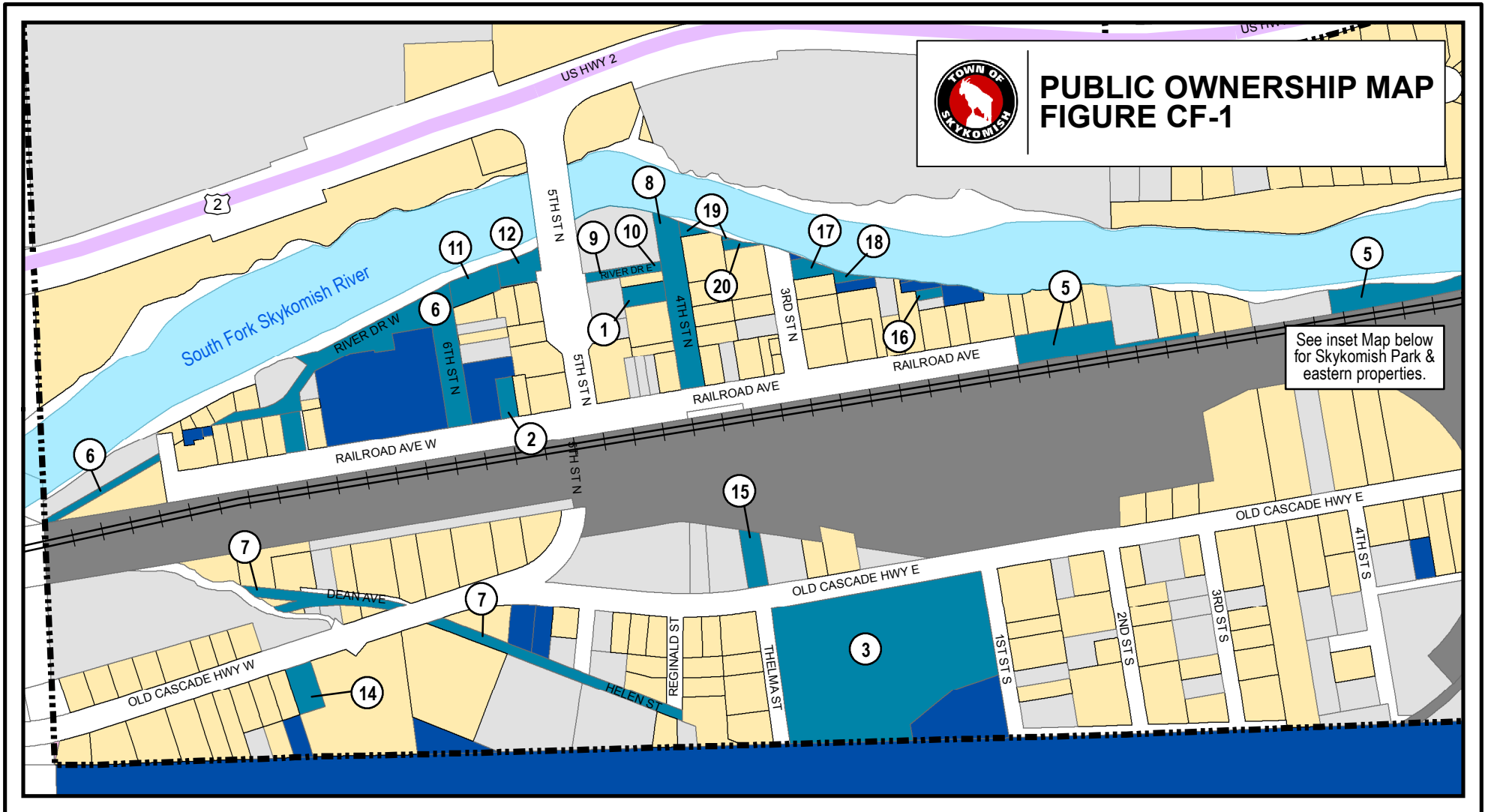
- CF-P40 Septic systems shall not be allowed within wellhead protection areas or in aquifer recharge areas where they would pose a threat to sources of potable water.

▪ **Storm Drainage**

- CF-P41 Apply adopted stormwater management regulations to development and redevelopment to manage the potential impacts of stormwater runoff in accordance with adopted Stormwater Plan.
- CF-P42 Prioritize needed stormwater improvements based on cost, feasibility, and effectiveness. Special consideration should be given to concurrent installations to minimize construction-related disruptions to the public and to the costs of system deliveries.
- CF-P43 New construction, substantial site redevelopment, or hazardous site mitigation shall be designed and constructed to include surface water conveyance and management systems in accordance with the adopted stormwater management manual.
- CF-P44 Ensure that improvements to existing streets and future street systems be designed to provide stormwater systems within the right-of way.
- CF-P45 Implement procedures to maintain public and private stormwater collection, retention/detention, and treatment systems.



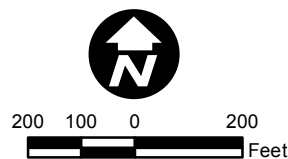
PUBLIC OWNERSHIP MAP FIGURE CF-1



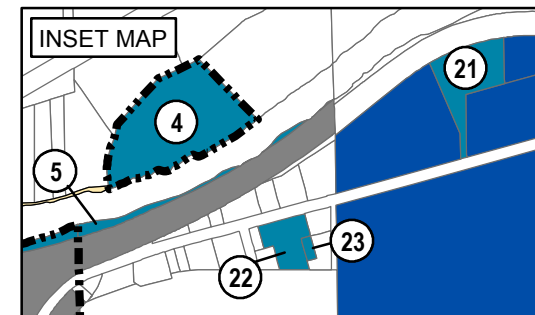
See inset Map below
for Skykomish Park &
eastern properties.

Legend

- | | | | |
|--|---------------|--|---------------------------|
| | Town Boundary | | Town Boundary |
| | River | | Public, Other |
| | Railroad | | Private |
| | Parcel | | Private, Vacant |
| | | | Private, Road/Utility ROW |



There are no Town-owned properties located beyond the extent of the Public Ownership Map. Only properties labeled "Public, Other" located within Town limits are identified in the Capital Facilities Annex.



Map data provided by King County GIS Open Data and may not reflect actual or current conditions. Land uses and parcel information have not been verified.

geographic information systems

NW GEO
GRAPHICS

Lynn Kim
principal

p. 206.290.9568
lynn.kim@nwgeographics.com

Map Date: October 2024

Parks and Open Space Element

Purpose and Relationship to GMA

The GMA requires cities and Towns to prepare a parks and recreation element (RCW 36.70A.070), and outlines requirements. However, RCW 36.70A.070 provides an exception that states that cities are not obligated to complete a parks and recreation element unless adequate funding is provided.

Skykomish Parks, Trails and Open Space Plan

In 2005, the Town adopted the Skykomish Parks, Trails and Open Space Plan (PTOS), a document consistent with the Comprehensive Plan. The purpose of this document was to provide the Town with the necessary guidance in consideration of land and development of facilities for recreation and open space for the next twenty years. Further, this action provided for Goals, policies, and capital facilities needs based on the plan to be included in the Town's Comprehensive Plan.

In 2014, the mayor appointed a Parks, Recreation, & Tourism commission. In accordance with the GMA, the PTOS included an estimate of future demand, an evaluation of service needs, and an evaluation of approaches to meeting parks and recreation demands. The PTOS was certified by the state Recreation and Conservation Office, making the Town eligible to apply for grant funds through this agency.

For the development of PTOS, themes were established by the community through public input to categorize existing parks, trails and open space areas in Skykomish and to formulate recommendations for future parks planning. The purpose of organizing this park plan into five separate themes is to allow for the most comprehensive community input possible by including all comments received from the public.

Parks and Recreation Areas

Access to parks, trail, and recreation areas is an important aspect of Skykomish's quality of life. These areas not only contribute to the Skykomish residents' quality of life, they also attract visitors to the town. The ability to capture some of the recreational tourist trade will assist Skykomish in meeting some of its economic development goals.

Park land within the Town is limited, with the Skykomish Ball Park providing the greatest resource for in-town recreation, as well as a site for regional recreational, social, and communal activities or other special events. In

addition, Skykomish residents and visitors can take advantage of the range of recreational resources and activities located within the Skykomish area.

Development of additional recreational opportunities, and expansion of associated economic opportunities, may be best served by regional coordination focusing on common natural resources, such as the Skykomish River, trails, and skiing opportunities. The Town also offers free rental access to tennis racquets and tennis balls for use on the School tennis court.

To implement such plans, goals and policies, the Town is in the process of reconstituting the Parks Board in 2025 after experiencing dormancy during the recent Covid-19 pandemic era.

Parks

Skykomish Ball Field

Location: West of Skykomish off SR 2

Size: 6.4 acres

The Skykomish Ball Field is used for community recreational activities and has facilities for primitive camping (i.e., self-contained camper vehicles only). Existing facilities include a ball field with backstop; some play equipment; a cook shack with stove and refrigerator; and men's and women's bathrooms. A pedestrian walkway extending from the approximate east end of Railroad Avenue, across the Skykomish River, into the Park used to exist. There has been community interest in replacing that walkway to reconnect the community to this community resource and establish a safe passageway for children.

It is the intent of the Town to utilize King County Parks Levy funding for prioritized expenditures of Ball Field Park improvements including the design and construction of additional park restrooms.

Railroad Avenue Park

Location: South side of railroad tracks, north of Old Cascade Highway

Size: 0.1 acres

Town Center Park is located at the site of the historic Depot. The Park has a miniature train ride (Great Northern and Cascade Railway) that is owned by the Town and operated in cooperation with the Great Northern and Cascade Railway club. The park will continue to be developed to provide in-town recreation, as well as a site for regional activities and other special events.

Depot Park

Location: On the south side of Railroad Avenue

Size: 0.1 acres

Depot Park is used by visitors and community members. The park is adjacent to land on which the Skykomish Depot building is located, owned by the Burlington Northern and Santa Fe Railroad. The park offers several picnic tables.

Sawyer Park

Location: South side of railroad tracks, north of Old Cascade Highway

Size: 7,000 square feet

Sawyer Park is located east of the historic Depot and includes a bicycle pump track, play equipment and a picnic table. The park has been the subject of much planning and prioritization for further recreational development.

Maloney Creek Interpretive Trail

Location: South side of town, south of Old Cascade Highway

Length: 1,000 feet

Maloney Creek Interpretive Trail is a 1,000-foot ADA accessible walking trail located along the south side of town and provides pedestrian access along Maloney Creek.

Skykomish School (Elementary and High School)

The combined Skykomish Elementary and High Schools also provide recreational facilities such as a basketball court, tennis court and some play equipment available to the community on its site.

Pacific Crest Trail and Skykomish

Long considered a key component of the resupply town network along the 2,650-mile Pacific Crest Trail (PCT), the Skykomish community proudly supports the recreational opportunities and economic benefits that result from hiking along the Trail. The Town of Skykomish is presently coordinating with the Pacific Crest Trail Association to undertake a series of actions in mutual benefit and support to the Town in its support to the long-distance hiking community.

Goals

- PO-G1** Develop, operate, and maintain a system of parks and facilities that are responsive to the needs of Skykomish residents, wildlife, and visitors.
- PO-G2** Plan for, build, and maintain a system of public trails that provide recreational opportunities for town residents and visitors. Incorporate wildlife habitat corridor features to ensure ecological connectivity and support local biodiversity.
- PO-G3** Promote opportunities for public participation in planning parks, trails, and recreation facilities.
- PO-G4** Coordinate with community groups in efforts to identify grant funding to be used for planning, acquisition, and construction of park and trail facilities.
- PO-G5** Create and promote opportunities for private contributions and volunteerism in the acquisition, construction, operation, and maintenance of parks, trails, and recreation facilities.

Policies

- PO-P1** Participate with other jurisdictions in promoting a region-wide parks, trails, and recreation system, for recreational as well as educational purposes.
- PO-P2** Coordinate with the Pacific Crest Trail Association to promote the recreational and economic benefits of the use of the Trail and to seek official designation as a recognized PCTA “Trail Town” for the purpose of identification and opportunity to host promotional Trail-related activities and events.
- PO-P3** Seek opportunities to participate in regional and federal open space and tourism programs, where appropriate.
- PO-P4** Encourage the preservation of open space through the King County Current Use Taxation-Open Space program, where appropriate.
- PO-P5** Require new development to contribute to the size, connection, and/or improvement of recreational and open space areas.
- PO-P6** Support the expansion, enhancement, and maintenance of regional trails such as the Iron Goat Trail and Pacific Crest Trail.

Historic Preservation Element

Purpose and Relationship to GMA

The Growth Management Act does not require a Historic Preservation Element, but the Act contains a goal which calls for jurisdictions to "Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance". However, to the Town of Skykomish, historic preservation is an integral part of the Town's land use planning policy. The town seeks to develop and maintain local preservation programs that will influence the zoning and permitting decisions critical to preserving historic properties. Historic structures contribute substantially to a Town's quality of life and its residents' sense of community. In a very practical way, older housing and commercial buildings represent an investment by previous generations upon which today's generations can capitalize. Costly new construction is not required when an existing structure can be adapted to a new use, and the older structure lends a sense of stability and character to its surroundings. Historic preservation supports other goals of the Act as well, including preservation of the existing housing stock, reduction of sprawl and achievement of GMA goals within the fiscal and natural resource capabilities of the community.

Planning Area Profile

A number of structures on the Skykomish historic inventory add great character to their neighborhoods, providing diversity of style and materials. Their survival provides a sense of stability and continuity to these neighborhoods as well. Not all of the structures or sites, however, are "historically significant" according to criteria for submitting nominations to the National, State or Local Registers. Many more historic structures and sites are locally significant due to their close association with early Skykomish settlers, their uniqueness of architecture style in Skykomish, or their contribution to and representation of community values and history.

Historic Preservation in Skykomish

Historic preservation activity began in Skykomish as early as 1976, when Railroad Avenue was surveyed and entered into the King County Inventory of Historic Sites. The 1978 community development plan for Skykomish stressed the importance of preserving certain significant buildings. In the early 1980s, owners of the Skykomish Hotel received community development block grant funds through the King County historic preservation program for exterior rehabilitation of the hotel. Despite these early efforts, the town subsequently suffered the loss of some key historic buildings.

Planning for Preservation

Skykomish formally acknowledged the value of its heritage in the first Skykomish comprehensive plan (February 1993). The plan set forth goals and objectives that support retaining a quality of life unique to Skykomish, including its sense of history. Tourist activity was identified in the comprehensive plan as a primary element of the town's economic development strategy, and historic resources were noted as an asset to economic growth. The comprehensive plan named historic Railroad Avenue as the "centerpiece of the community," and recommended that tourist-related business along that street be encouraged. To achieve these goals, the comprehensive plan further recommended that the town implement regulations through the zoning ordinance.

In the mid-1990s, Skykomish citizens joined together to launch a multi-faceted program of heritage preservation. The Skykomish Historical Society was established for the purpose of researching the town's past, collecting historical documents and photographs, and increasing awareness of local heritage. In the spring of 1995, the town of Skykomish created an historic commercial district by zoning ordinance. To protect the distinctive character of the historic district over time, the ordinance required that proposed changes within the district be monitored by a local design review board.

Concurrently, Skykomish established a landmark designation program in conjunction with the King County landmarks and heritage commission. Skykomish Historical Society members, local students, and other volunteers conducted a community-wide survey of historic properties during the summer of 1995. By the spring of 1996, five of the most significant historic properties in Skykomish were designated as local landmarks.

The framework for effective heritage preservation in Skykomish has been put in place through the dedicated efforts of local citizens. Such mechanisms will help to shape Skykomish in the 21st century. These design guidelines are the latest tool in a community-wide effort to protect the distinctive heritage of Skykomish in the years to come.

The Historic Commercial district

Skykomish Zoning Ordinance No. 235, adopted in April of 1995, created an historic commercial district with Railroad Avenue at its core. The ordinance cited two purposes:

- (a) To encourage the preservation and restoration of historic structures within the town of Skykomish, recognizing that they are valuable assets, both economically and aesthetically, to the town and its citizens.

- (b) To increase awareness and appreciation for the historic heritage of Skykomish, and its role in the westward expansion of the Great Northern Railroad.

The historic commercial district currently includes most of the original plat of Skykomish, where the greatest concentration of historic structures exists. Within the district is a rich mix of commercial structures, several single-family residences, and various public and institutional buildings.

A formal design review is mandatory for all exterior projects in the historic commercial district, and for all projects affecting landmark properties. For properties in residential use, compliance with the findings of the design review board is voluntary on the part of the applicant. For properties in commercial or public use, and for all landmarks compliance is required.

Although the design guidelines focus primarily on designated landmarks and properties within the historic commercial district, they are also intended as a helpful reference for projects throughout the community. The overall goal of the guidelines is to encourage careful change over time - change that respects and protects the unique visual quality of historic Skykomish.

History of the Skykomish Area

Skykomish was founded in 1889 after John Maloney and his wife Louisa Fleming filed the Plat of the Town of Skykomish. Maloney established a general store in 1893 which included the town's post office, and in addition to operating other business ventures, served as the town's postmaster for 31 years. The Town of Skykomish was later incorporated in 1903.

From 1893 through the mid-point of the 20th century, the chief industry in Skykomish was the Great Northern Railroad. Over the next six decades, hundreds of Skykomish workers devoted their entire working lives to the operation of the Cascade Division. Other prominent industries in Skykomish were logging and logging mill operations, and mining.

Over the years the town boasted many services for its citizens and visitors. Three of the mainstays were Maloney's general store, D.J. Mannings hotel (Hotel Skykomish) and P. McEvoy's tavern (Olympia Tavern known today as the Whistling Post). Many other restaurants, small hotels and lodging houses appeared or disappeared over the decades.

Skykomish opened its first school in 1893 with four students. Nine years later, in 1902, a two-story school replaced the original one-room schoolhouse; a gym and manual arts building were added later. Enrollment peaked at around 370 students in the late 1920's. In 1936 the "new" Skykomish School was built and eventually designated as a King County landmarked building. It is still in use today.

Historic railroad activities in Skykomish resulted in the release of oil and heavy metals

into the environment, contaminating surface soils and ground water. The contamination spread under the town through the groundwater and into the Skykomish River.

Clean-up activities began in 2006 and continued through 2011. During the clean-up, many citizens and businesses were disrupted. Buildings and homes had to be temporarily closed or relocated. Clean-up activities included excavation of contaminated soils and installation of an underground barrier at the railyard to capture and treat contaminated groundwater. As a result, the levee had to be rebuilt along the Skykomish River. When the clean-up ended, BNSF worked with the town to restore and improve the town with a conversion to underground utilities, historic looking streetlights, new sidewalks and other amenities.

An enduring town event celebrating the history of Skykomish is held annually. “Tunnel Days” brings residents and visitors alike together to recognize the historic, economic, recreational, and communal importance of the community’s past, present and future.

Goals

- HP-G1** Maintain, preserve, and enhance the Town’s historic, cultural, and archaeological resources to provide a sense of local identity and history to the visitors and residents of the community.
- HP-G2** To honor Skykomish’s past and provides a perspective for its future by preserving significant historic buildings and archaeological properties and other links to the Town’s past.
- HP-G3** To safeguard the heritage of the Town as represented by those buildings, districts, objects, sites and structures which reflect significant elements of the Town’s history.
- HP-G4** To foster civic and neighborhood pride in the small-town character, beauty, and accomplishments of the past and a sense of identity based on the Town’s history.
- HP-G5** To stabilize or improve the aesthetic and economic vitality and values of such sites, improvements and objects.
- HP-G6** To assist, encourage and provide incentives to private owners for preservation, restoration, redevelopment and use of outstanding historic buildings, districts, objects, sites and structures.

Policies and Strategies

- HP-P1** Develop and implement a program to identify and preserve buildings and structures of historic value that contribute to the “small-town” feel of the community with state, federal, and county funding.
- HP-P2** Encourage the continued protection, preservation, and rehabilitation of significant archaeological resources and historic sites, including those sites and areas designated as King County landmarks, such as the Skykomish Historic Commercial District, Railroad Avenue and the Skykomish Masonic Hall.
- HP-P3** Ensure that building codes adopted by the town include provisions to enable protection of the historic character of buildings while ensuring that renovated buildings meet applicable life/safety provisions.
- HP-P4** Encourage efforts to rehabilitate sites and buildings with unique or significant historic characteristics.
- HP-P5** Historic properties that exhibit characteristics consistent with the designation criteria of the U.S. Department of the Interior, Federal Register of Historic Places program, may be designated by the Town as locally significant.
- HP-P6** Promote the preservation of buildings, sites, objects, and districts which have historic significance for the community through a combination of incentives, regulations and informational activities.
- HP-P7** To promote and facilitate the early identification and resolution of conflicts between preservation of historic and archaeological resources and alternative land uses.
- HP-P8** To conserve valuable material and energy resources by ongoing use and maintenance of the existing buildings.
- HP-P9** Encourage exploration of alternatives to the demolition of buildings and objects found to be historically significant or otherwise deemed to be eligible for the local, state or national registers.
- HP-P10** The design of street and right-of-way improvements, including sidewalks, should be consistent with the historic character of the Town and with historic designations.

HP-P11 The Town should implement a program to identify and preserve buildings and structures of historic value.

HP-S1 Adopt incentives to ensure the preservation, restoration, redevelopment of valuable historic buildings, etc.

HP-S2 Develop and install historic markers at locations of historic structures and significant events.

Climate Element

Introduction

Given the rural, mountainous nature of Skykomish, environmental concerns and considerations are paramount. Skykomish's location in the upper Cascade foothills presents a unique exposure to many natural hazards. Some of these hazards include flooding, wildfires, extreme rain or snow events, and other considerable seasonal weather events. Environmental concerns take on prominence for residents and for the town. The environment and natural conditions caused by changes in climate can result in adverse impacts to Skykomish. In recognition of these potential risks and challenges, the Town will take measures to implement a response and preparedness plan for such impacts and include resiliency efforts to help Skykomish become less susceptible to these adverse climate effects.

It is important that proper steps are taken to ensure that the town is resilient to the adverse impacts of climate change and is prepared for the many hazards the town could face.

Washington State recently passed a bill that requires municipalities in the state to use their comprehensive plans to plan for climate change. While not required to include any climate planning in the 2024 iteration of the comprehensive plan, the town will be required to include a new climate change chapter in the comprehensive plan in the 2029 midway implementation progress report. This will consist of a sub-element in the chapter, focused on planning for increasing the town's resiliency to climate change.

King County and Washington State Department of Commerce will work with cities to establish a planning framework for local plans to address climate change. This helps to foster coordination between cities on climate initiatives. Outreach to local tribes will also take place to get valuable input from a variety of sources.

Resiliency

Resiliency to climate change is best represented by a community's ability to prepare for, and adapt to, the impacts of climate change. Developing a good understanding of the potential natural hazards and environmental impacts that climate change causes lead to increased resiliency and a better prepared community.

Being located amongst the mountains and in a more extreme environment than most other towns and cities in King County, Skykomish residents are at a greater exposure to the many environmental impacts from climate change such as wildfires, flooding, landslides, and extreme weather events. It is important that the town be prepared for

the impacts of climate change and take the necessary steps to ensure that both residents and town operations can manage the variety of natural hazards. Goals, policies, and strategies from the new climate change chapter can help reduce and alleviate these impacts.

Greenhouse Gas Emissions Reduction

Greenhouse gas emissions reduction plays an important part in the minimizing of potential impacts of climate actions and can be achieved through several methods. Ensuring better energy efficiency through practices such as switching to alternative forms of energy like solar or wind and reducing the need for driving personal vehicles can all contribute to reducing the emissions within Skykomish.

Vehicle Miles Travelled

Reducing vehicle miles travelled for residents can be an important method for reducing the greenhouse emissions for the town. Vehicle miles travelled is a measure of the number of miles that cars or other vehicles travel. Lower vehicle miles traveled leads to lower carbon emissions.

Environmental Justice

Environmental justice is the just treatment and meaningful involvement of all people in environmental and human health related issues, regardless of race, color, national origin, income, tribal affiliation, or disability. It is important that all jurisdictions, including Skykomish, consider environmental justice issues and alleviate them. People in the town must be fully protected from disproportional impacts that may adversely impact their health. Environmental justice issues can take a variety of forms, such as air pollution, water pollution, noise pollution, inadequate access to healthy foods, unsafe homes, and much more. Supporting historically marginalized communities is important for ensuring that environmental justice and a healthy community is shared by all.

It is also important for the Town to allow for meaningful engagement by all community members by not only listening to all community members' voices but also ensuring that their voices have an impact. This engagement also involves providing opportunities for the public to share their opinions and concerns and allow them to take an active role in decision making.

Environmental justice is intricately linked to climate change. As the changing climate creates environmental hazards and challenges, historically marginalized communities often bear the burden of climate change. It is important that the Town takes environmental justice into consideration when planning for climate change and resiliency.

Wildfire Preparedness

As the climate changes and weather patterns in western Washington become increasingly different than they were in the past, the risk of wildfires will continue to grow. While wildfires have historically been more prevalent in central and eastern Washington, the decreasing snowpack and glacial mass year-after-year is causing wildfires to become as common in western Washington as in other parts of the state. Skykomish is in an area of high wildfire risk, as shown by the Bolt Creek Fire of 2022. It is important that the Town and its citizens take the necessary precautions to reduce the likelihood and severity of wildfires in the area. Different goals, policies, and strategies can be employed to reduce the risk to property, the environment, and to individuals.

King County has prepared a Wildfire Risk Reduction Strategy, which the Town will seek to align with, as well as with other state-level mandates and strategies.

Bolt Creek Fire

In September of 2022, there was the Bolt Creek Fire, which burned in the Skykomish Valley extremely close to the towns of Barring, Grotto, and Skykomish. The fire was put out in late October and burned over 10,000 acres. Smoke from the fire caused unhealthy air quality as far as Seattle and the fire caused evacuations in nearby towns, including Skykomish. Skykomish also experienced power outages due to the fire and saw economic impacts due to the closure of Highway 2.

While the exact cause of the fire is unknown, officials have confirmed that it was human caused. There was no lightning in the area at the time the fire started and the likelihood of it being caused by humans in some way is extremely high. Educating residents and visitors to the area on the ways to reduce the chance of starting a wildfire is important.

While the impact to the built environment was minimal, the environmental impacts were large. The proximity of the Bolt Creek Fire to Skykomish shows the extreme risk that wildfires pose to Skykomish. Evacuation routes, protection of property, and general plans need to be made to ensure the protection of the community.

Flooding in the future may be a long-lasting effect of the Bolt Creek Fire. The decrease in vegetation and impacts that the fire had on the soils in the hills where the fire burned could cause flooding in and around Skykomish. This is another environmental factor that must be considered going forward. The Bolt Creek Fire shows the very real and immediate risk that fires pose to Skykomish. Preparedness for wildfires can save both property and lives.

Puget Sound Energy

Puget Sound Energy (PSE) is the largest utility provider in Washington State. PSE is the primary electricity provider in Skykomish, with the town being served by

overhead power lines that provide this electricity. Sparks created when objects, like fallen trees, hit the power lines can cause wildfires in at-risk areas, as seen in Camp fire in California in 2018. Short circuits can also cause sparks.

As a precautionary measure to the potential wildfire risk, PSE announced that they will turn off power in certain areas to minimize the risk of one of their lines starting a fire. Skykomish has been identified as a community with the highest risk of shut offs due to the area surrounding the overhead lines and the risk of wildfires. These shut offs are only expected to occur when weather conditions call for it. Weather conditions like high winds, thunderstorms, or low humidity may cause PSE to shut off power to an area.

PSE has said that shutting off power will be a last resort and will only be done if necessary. PSE hopes to give customers two days' notice before cutting power. However, there is a possibility for no warning of a shut off due to sensors being triggered that detect possible short circuits. It is important to make sure that contact information with the company is up to date. PSE has also requested that people who require power for essential medical equipment have that listed on their account as well so that accommodation and recommendations can be made before the shut offs.

Making plans for power shut offs is important for residents of Skykomish. If electricity powers essential medical equipment, making a backup plan is crucial. Other considerations for power shut offs is the lack of electricity to power refrigerators, air conditioning units, and water heaters. Access to the internet may be cut off as well. Short-term power generators can help to supply power for the duration of the shut off.

Prevention and Home Preparedness

While wildfires may feel unstoppable and inevitable, there are many ways that homeowners can protect their homes and properties in the event of a wildfire. If the correct measures are taken, a building can be saved even if the entire area around it is burned.

There are many different considerations when fireproofing a house or other building. Measures may need to be taken that range from simply cleaning up dead organic matter around the building to making property-wide modifications. In a high-risk area like Skykomish, it is important that property owners take the necessary steps to protect their homes.

The Washington Department of Natural Resources offers consultation and guidance to homeowners who are looking to fireproof their property. This can involve sending an assessor to a house or property to assess landscaping and other features that may increase the risk of a building burning. Online materials, such as handbooks, guidance, and more, can be found to help support homeowners in protecting their properties.

Some steps to help reduce the risk of a house catching on fire include clearing the area surrounding the house of debris and dead organic matter, such as pine needles or leaves. A five-foot distance around the house the house should be cleared and kept clear of dead organic matter or other flammable materials. Other considerations include ensuring that things like lawn furniture or roofing materials are non-flammable. There are many other ways to reduce fire risk for a house that can be found on the Washington Department of Natural Resources website.

Wildlands Urban Interface Code

The Wildlands Urban Interface (WUI) code is a part of Washington State’s building codes. It outlines practices and guidelines to reduce the risk of wildfires spreading into urban areas from wilderness. Skykomish is within this interface between urban spaces and wildlands.

Being a part of the WUI, the town must adopt Washington’s WUI codes to reduce the risk of wildfires spreading into Skykomish. The Washington Wildlands Urban Interface Codes (WAWUIC) must be adopted through the International Building Codes. The Town will develop a review process for the necessary requirements to ensure that all properties and buildings are up to the WAWUIC.

Property owners should be aware of the WAWUIC and its importance for protecting their buildings. Any new development should comply with WAWUIC, and any existing buildings should be brought up to the standards compliant with the code.

Goals

- CL-G1** Develop a resiliency plan with measures to address climate-related hazards.
- CL-G2** Respond to the challenges of climate change and build resiliency to climate change impacts in Skykomish.
- CL-G3** Ensure the town is prepared and proactive in their actions to deal with these negative impacts.
- CL-G4** Ensure that no groups in Skykomish are disproportionately affected by the negative impacts of climate change.
- CL-G5** Ensure compliance and consistency with Washington Wildlands Urban Interface Code and King County Wildfire Risk Reduction Strategy.
- CL-G6** Maintain a working relationship and good communication

pathways with Puget Sound Energy.

- CL-G7** Maximize economic, environmental, and social co-benefits and prioritize environmental justice to avoid worsening environmental health disparities.

Policies

- CL-P1** Promote and support the generation and use of alternative energy, such as wind or solar energy.
- CL-P2** Address the impacts of climate change on vulnerable populations, such as racial and ethnic minorities and low-income individuals.
- CL-P3** Coordinate with local governments, tribes, and King County to offer best practices for climate change resilience and wildfire safety.
- CL-P4** Minimize impervious surfaces in the town to help with stormwater management, flood mitigation, and decrease runoff.
- CL-P5** Establish and maintain evacuation routes in the event of natural hazards or extreme weather events.
- CL-P6** Build a baseline awareness of climate change and how it will impact the community's social, economic, and environmental assets in the future.
- CL -P7** Identify the highest climate change risks facing the town through local knowledge, best available science, expert opinion, and other indicators to help guide future hazard mitigation planning.
- CL-P8** Provide residents with the necessary information to comply with Washington Wildlands Urban Interface Code and King County Wildfire Risk Reduction Strategy.
- CL-P9** Encourage residents to either assess their own properties for fire risk or have Washington Department of Natural Resources consultation and assessment done to their properties for fire risk.
- CL-P10** Communicate with Puget Sound Energy to ensure residents are properly educated and notified on when power shut offs occur in Skykomish.

- CL-P11** Encourage the transition to a sustainable energy future by reducing demand through planning for efficiency and conservation and by meeting reduced needs from sustainable sources.
- CL-P12** Support a common framework with other jurisdictions to analyze climate impacts when conducting environmental review under EPA.
- CL-P13** Support regional efforts to anticipate, prepare for, and adapt as necessary to the impacts of climate on public health and safety, the economy, public and private infrastructure, water resources, and wildlife habitat.

Tribal Coordination Element

Introduction

The Town of Skykomish is mindful and respectful of the Indigenous past and current presence on the land that the Town currently occupies. Many tribes have ancestral homelands in the area of Skykomish, including the Tulalip and Snoqualmie tribes. These tribes have lived on and cared for the land since time immemorial and continue to play a key role in the management of the land. The Town not only acknowledges the indigenous past of the land, but also seeks education of indigenous practices and knowledge systems.

In 2022, Washington State Legislature passed House Bill 1717, which recognized the right of tribes to participate in planning processes at county and municipal levels. Tribal participation in local planning efforts leads to the creation of important and positive relationships between local and tribal governments. Collaboration efforts are an important way to improve relations with local tribes and inspire improved land management and environmental sustainability.

The Town is respectful of concerns identified by a local tribe, including recreational impacts on ancestral lands, Native erasure, awareness on how behavior of residents can impact the land, and protection of Culturally Modified Trees (CMT). CMTs are trees that past or current Indigenous people have modified in some way. They have important cultural significance and will be documented and protected when found. Native erasure can be countered through education and awareness efforts. Behavioral awareness and recreational impacts can also be alleviated through education and good land stewardship practices.

Coordinating with Tribes

The following are exemplary principles of tribal-local collaborative regionalism:

- Identifying and overcoming historical communication barriers.
- Commitment from elected officials and planners
- Continuous consultation and dispute resolution efforts.
- Prioritization of intergovernmental dialogue / fostering collaborative language.
- Constant monitoring of potential unforeseen obstacles

These principles should guide planning processes in tandem with the acknowledgment of a tribe's sovereign status. The Town is respectful of tribal rights tribes to resources and land and seeks to alleviate conflicts of interest and exclusionary practices to form a deep understanding of cultural differences. The overall message of tribes' main concerns highlights inconsistency in jurisdictional authority over land and resources and the regulations imposed to maintain and/or utilize them.

Tribal history in Skykomish

“FIRST PEOPLE. The Skykomish clan was considered a district tribal entity by some ethnographers. They fished for salmon, hunted, and gathered throughout the valley prior to the arrival of white people. Known as the fast walkers, they roamed the valley and used established summer camps throughout the hills seasonally. They wisely wintered, however, along the river between where Monroe and Index are today. They commonly traded with the tribes east of the summit as well as coastal tribes. They were largely friendly and welcoming to white people. Per the Treaty of Point Elliot, signed in 1855, which subsumed the Skykomish people (including the Snoqualmie, Snohomish, and others) with the Tulalip, many moved to the Tulalip Reservation. Of those who remained, intermarriage, assimilation, and diseases brought by the whites reduced their number so that by 1950 there was little trace of them as a people locally.”

Reprinted with permission from a book by Warren Carlson and the Skykomish Historical Society: “IMAGES of America UPPER SKYKOMISH VALLEY”

Goals and Policies

- TC-1: Protect Culturally Modified Trees (CMTs) on public and private lands, in consultation with local tribes.
- TC-2: Combat erasure of indigenous pasts in the Town and surrounding area.
- TC-3: Minimize the adverse impacts that recreational activity in Skykomish has on the natural environment and on Indigenous ancestral lands.
- TC-G4: Increase awareness of the impacts that residents and visitors to Skykomish have on the land.
- TC-G5: Coordinate with tribes to create a comprehensive tribal consultation policy and train staff on new policies.

Policies

- TC-P1: Include CMTs in the Town’s policies and practices involving tree management including surveying, protection, and assessments for tree removal.
- TC-P2: Support education and information centers on local tribes and their history in the area.

- TC-P3: Share information so that CMTs can be recognized, and their importance can be understood.
- TC-P4: Support the assessment of existing interpretive signs to determine whether Native erasure is evident.
- TC-P5: Encourage replacement of interpretive signage as needed to make sure that Native erasure does not occur.
- TC-P6: Collaborate with local tribes to determine where and how CMTs can be best protected.
- TC-P7: Share information with residents and visitors regarding the potential impact certain behaviors, such as creating illegal trails and littering, can have on the local environment and the homelands of local tribes.
- TC-P8: Encourage the use of native plants by the Town and its residents whenever possible.
- TC-P9: Maintain a tribal contact list to promote the open and transparent coordination and communication between Town and tribes.

Land Use Appendix

Introduction

This is a compilation of information to be used to support the goals and policies of the Land Use Element of the Comprehensive Plan.

Incremental population changes within the Town and in the region affect the baseline existing conditions described here. The purpose here is to provide a “snapshot” of the Town that can be updated on a regular basis to incorporate added information.

The Zoning Map (Figure LU-2) depicts existing zoning, and the Future Land Use Map (Figure LU-1) depicts potential future land uses. Figure CF-1 and Table CF- 1, in the Capital Facilities Appendix, provide a detailed depiction of all public land uses. However, King County geographic and mapping data for Skykomish is limited.

Future Land Use

The Future Land Use Map (Figure LU-1) builds on the aspirations of the Comprehensive Plan to recommend general areas for various types of future development. Future land use designations are based on current underlying zoning designations and existing land uses. It bridges the gap between existing zoning (Figure LU-2) and future development.

Consistency

The Town of Skykomish has developed the Land Use Element of its Comprehensive Plan after careful review of the King County Countywide Planning Policies, and the multi-county land use policies of the Puget Sound Regional Council (PSRC).

Population Trends

Trends are important to comprehensive planning. They help to understand potential future growth. The demand for residential and non-residential land is driven by the market that responds to a complex set of variables such as proximity to jobs and services, congestion, quality of life, economics, and local visions.

Population growth in Skykomish, if regional pressure does move eastward, would be restricted by limited infrastructure, transportation capacity, and environmental regulations protecting streams, rivers, floodplains, steep slopes, aquifer recharge areas, and endangered species. Skykomish was one of only a handful of cities in King County to show a decline in population.

Table LU APPX-1
Population 2010-2023

Year	Population
2015	200
2020	161
2023	165

Source: 2020 Census; WA Office of Financial Management

Population Forecasting and Allocations

Under the Growth Management Act (GMA), cities and counties are required to allocate population growth for a 20-year planning horizon based on capacity to accommodate new development. The state Office of Financial Management (OFM) provides forecasts for the counties within a range of low, medium, and high growth. OFM does not forecast employment growth. Local jurisdictions select the countywide population number and then they determine how much growth will occur in the rural area, but primarily focus on the urban area. Further, in the Puget Sound Region, the Puget Sound Regional Council forecasts population and employment growth based on the regional Vision 2050 Plan.

For Skykomish, King County's 2044 target is for there to be an additional 10 new households. Note that the County uses households rather than individual population. Assuming an average household size of 2-2.5, this would result in an additional 20-25 residents. Housing occupancy varies considerably on a seasonable basis. Land capacity within the Town is substantial depending upon any future development of the 50-acre parcel on the north side of US 2 and the former Forest Service parcel.

Employment Projections

According to the 2024 King County Comprehensive Plan, the projected employment growth target for Skykomish between 2024-2044 is zero, representing no projected new jobs for the town over the next 20 years. This no gain projection recognizes circumstances due to the town's small size and lack of current prominent industry or retail.

However, while there is no projected job growth expected in the town, consideration for new jobs due to growth in increased regional tourism and continuing interest in migration into rural towns could bring along a respective need for expanded local services. While the town is primarily a residential community, these factors may result in some minor job growth in Skykomish during the next 20 years.

Capacity for Growth

Residential Land Capacity

The 2021 King County Buildable Lands Report and 2024 King County Comprehensive Plan provides some information helpful in understanding the basis for establishing whether the Town of Skykomish has enough land to satisfy its future (20-year) land use requirements.

The analysis of vacant land and redevelopment potential provides an estimate of the capacity to accommodate new growth. Residential land capacity in the Town was calculated by multiplying the acreage available for development by the assumed future development density. An analysis of vacant and developable land in Skykomish suggests approximately 121 acres of available land. However, not all the available land is likely to be used for residential development. This is due to approximately 50 acres being constrained by critical areas, 57 acres currently containing development on it, thus leaving a balance of 14 vacant acres free for development. These 14 acres are considered in the residential land capacity calculations.

Skykomish has two adopted residential zones, one with an assumed density of 4 units per acre and the other with an assumed density of 8 units per acre. Using the assumed units per acre in the respective zones, the residential capacity is estimated to be 63 new housing units. This is more than sufficient to meet the projected needs of the Town for the next 20 years.

Urban Growth Area

Under the provisions of the Growth Management Act cities and counties must identify Urban Growth Areas (UGA) including incorporated and unincorporated lands to accommodate planned urban growth. A UGA defines the area within and around the Town that is available for its expansion during the 20-year planning period. It is based upon the notion that development that is urban in type and intensity is most appropriate within and adjacent to existing urban areas. The criteria that are used to establish UGAs includes projected housing, industrial, and commercial needs, existing land uses and density, and availability of utilities.

Typically, the agreed upon UGA is an area capable of accommodating 20 years of potential expansion and annexations and the expansion of urban development, such as sanitary sewer, is limited to the UGA. For Skykomish, the UGA is coincident with its town limits.

Environment

The Town is engaged in several projects in efforts to monitor environmental quality and the impact of the BNSF Clean Up. As part of a larger study throughout King County, the Town is working with the Puget Sound Clean Air Agency to conduct an air quality survey. Devices measuring air quality have been temporarily affixed to light poles or tripods throughout town. In addition, the Skykomish Environmental Institute monitors water sediment levels in Maloney Creek to ensure that the environment is reclaiming the creek post restoration.

Shorelines

Shorelines are all water areas of the state and their associated shorelands, together with the lands underlying them.¹ The Skykomish shoreline jurisdiction includes the shorelands of the Skykomish River and Maloney Creek located within the boundaries of the Town. At maximum, the shoreline jurisdiction measures 200-feet landwards from the ordinary high-water mark and includes the 100-year flood plain. The jurisdiction is governed by the 2019 Shoreline Master Program, a planning document outlining the Town's shoreline goals, policies, and establishes development regulations.

Critical Areas

Critical areas are lands that are subject to natural hazards, contain significant renewable resources, support unique, fragile, or valuable elements of the natural environment, or contain valuable cultural resources and protective buffers necessary to protect the public health, safety, and well-being of residents. Five types of critical areas are defined by the Growth Management Act: wetlands, fish and wildlife habitat conservation areas, geologically hazardous areas, aquifer recharge areas, and frequently flooded areas.

This section identifies the types of critical areas and their known locations in the Skykomish area. This inventory is not exhaustive and other critical areas may exist in Skykomish that have not been identified. Maps that graphically depict this environmental information are provided in the Skykomish Shoreline Master Program.

Fish and Wildlife Habitat Conservation Areas. The Skykomish area has a variety of habitats for fish, including the Skykomish River. Wooded areas that surround the community, but that are outside the town, provide habitat for various wildlife species.

Wetlands. Wetlands are defined as lands that are under water or that are saturated for long periods of time. Those areas near and adjacent to water bodies, such as the Skykomish River and Maloney Creek, may contain wetlands.

¹ With some exceptions, see RCW 90.58.030(2)(d) for a complete definition.

Geologic Hazardous Areas. These areas are classified as having moderate, high, or very high landslide potential or that could be particularly hazardous during earthquakes. While Skykomish is surrounded by steep slopes, the only area of town significantly affected by slopes is located on the north side of US 2. This area, and a limited number of parcels located in the southeast area of the Town, may be prone to erosion or seismic hazards due to drainage patterns and soil types.

Frequently Flooded Areas. The Skykomish River flows east/west along US 2, running contiguous with the town limits on the north. Much of the town is contained within the 100-year floodplain, which has been mapped by the Federal Emergency Management Agency (FEMA) to provide the base flood location for the purposes of floodplain management. This flood hazard area is considered a “frequently flooded area.”

Aquifer Recharge Areas. Aquifer recharge areas are those areas that are critical to protecting the quantity and quality of ground water. These areas include areas within the ten-year time- of-travel² of the town’s wells, wellhead protection areas, and other areas that affect groundwater.

Critical areas have not been fully mapped in the Skykomish area.

Essential Public Facilities

The Growth Management Act requires local governments to include within their comprehensive plans a process for siting essential public facilities. The term “essential public facilities” refers to public facilities that are typically difficult to site. This definition includes, but is not limited to, airports, state education facilities, state and local correctional facilities, substance abuse facilities, mental health facilities and group homes.

Skykomish’s location and size make it unlikely that essential public facilities on a large scale will be constructed in or near the community. Nevertheless, the Town of Skykomish remains aware of this GMA requirement and will continue to address it in its annual review of this comprehensive plan.

² The time-of-travel is the time a solution requires to travel a specified distance. For example, liquids added to the ground within a 10-year time-of-travel (TOT) boundary surrounding a well, will generally reach and infiltrate the well water within 10 years.

Priority Land Use Issues

Miller River Bridge Washout

Skykomish is accessed by three routes, the primary access route is US 2 via 5th Street. The Old Cascade Highway travels east-west through Town on the south side of the BNSF railway, providing two additional connections to US 2 and the surrounding communities.

In 2011, winter flooding changed the course of the Miller River and washed out a 110-foot section of the Old Cascade Highway, 1.7 miles west of Town. The washout has effectively removed the western access route and isolated the Town from the Money Creek Park residential community, the Money Creek Campground and miles of Forest Service roads and trails.

King County worked with FEMA to remove the bridge and dead-end the approaching roadways, rather than repair the washed-out section to a functioning roadway, stating the cost of reconstruction to be prohibitive. This determination, made despite objections from the Town and affected local citizens, has significant safety, economic, and quality-of-life implications for Skykomish and the surrounding communities. These implications are described as follows in this Land Use Appendix.

USFS Town Land: Skykomish Forestry Service Property

Taking ownership of the former US Forest Service property located at NE Old Cascade HWY, the Town of Skykomish wishes to achieve the highest and best uses of the property for the community's greatest benefit. The Town recognizes that limited housing and employment opportunities have impacted both local and near regional available housing as well as commercial and recreational operations. As a result, establishing priorities for this 4.06-acre parcel include the intent to maximize opportunities for more affordable housing, siting outdoor recreation-based commercial activities, and accommodation for public facilities and infrastructure.

Partnering with consultant Forterra has led to a preliminary site assessment report containing land use, financial and market analysis along with recommendations focusing on providing for mixed use development that will result in more housing, jobs, recreation, and public service features. To help implement such recommendations, the creation of a new "Mixed Use" zone to allow for such diversity in land uses is presented in the Forterra report that follows in this appendix.

→ Land Use Focus 1 ←

THE CASE FOR REOPENING THE OLD CASCADE HIGHWAY



Grassroots Fix of the Miller River Washout

Executive Summary

The Cascade Highway served the entire Upper Skykomish Valley in Western Washington for over 100 years, connecting and protecting its people until it washed out in 2011. Our county has informed the people of the Upper Skykomish Valley that they have no intention of restoring this connection, and plan to terminate the Highway at the washout. This paper makes the case that this county action is ill advised, and that the washout of the Cascade Highway at Miller River should be repaired for the Safety and Protection of the people of the Upper Skykomish Valley with nothing less than adequate passage for a single lane, weight restricted, pedestrian, bicycle, emergency vehicle supporting bridge.

To underscore that this is an issue impacting much more than one isolated community, the Town Councils of Skykomish, Index, and Goldbar, the City Council of Sultan, and the Snohomish County Council each ratified Resolutions in support. These are included in Section 1 of this document, along with community member statements that serve to represent the deep concern expressed in the many emails sent to legislators.

**The Town of Skykomish
Resolution Number 250**

A resolution regarding the repair of the washout on the Old Cascade Highway west of the Miller River bridge. In 2011, the Miller River washed out a portion of the Old Cascade Highway, destroying the only alternative access route for Highway 2 through Skykomish and dividing our community.

WHEREAS, the Old Cascade Highway holds great historical significance to the Town, and is designated a King County Historic and Scenic Corridor as Cascade Scenic Highway (King County Road No. 999); **and**

WHEREAS, physical risks to the area resulting from lack of road repair are significant, costly, and potentially hazardous including (1) continued and further erosion of the east and west banks of the Miller River at that site; (2) potential structural compromise due to river current of the railroad bridge still in use a short distance downstream; (3) potential compromise to the power/communication lines that cross the washout to serve the residents in that area; **and**

WHEREAS, emergency closures of Highway 2 can result in (and have resulted in) denial of passage to residents and travelers for medical services, jobs, school, postal services including required medications, necessities, and being home; **and**

WHEREAS, the negative social, safety, and equity impacts due to the washout physically dividing our community;

**NOW, THEREFORE, the Town Council of the Town of Skykomish, do resolve as follows:
The Mayor and Town Council strongly support repairs to that critical washout infrastructure and restoration of road access across the Miller River.**

**PASSED by the Town Council of the Town of Skykomish, WA at the council meeting dated
Jan. 23, 2023**

Virginia Eburn
Town

Henry Sladek
Mayor

Town of Index
Resolution 23-08

A RESOLUTION IN SUPPORT OF REPAIRING THE OLD CASCADE
HIGHWAY WASHOUT AT MILLER RIVER

WHEREAS, a flood in 2011 washed out and closed the Old Cascade Highway at the Miller River bridge in King County, Washington, severing a travel route that had been uninterruptedly open for approximately 100 years; and

WHEREAS, the loss of this crossing interrupted a historically, culturally, and economically significant and necessary thoroughfare in the upper Skykomish Valley; and

WHEREAS, the loss of this thoroughfare creates a significant and harmful lack of necessary redundancy in the US2 highway corridor, negatively affecting:

- ingress and egress of residents and guests for both commonplace and emergency needs,
- emergency responder access to affected zones and emergency egress in the event of emergency or disaster,
- trade, commerce, and tourism
- travel alternatives to portions of US2 during closures; and

WHEREAS, the losses and barriers thus imposed upon the local community and travelers alike are of a nature and magnitude which would have been deemed unacceptable, and likely long since dealt with, had they affected the more populous regions in the Puget Sound basin; and

WHEREAS, loss of channel constraints imposed by the destroyed crossing potentially threatens the BNSF mainline crossing immediately downstream; and

WHEREAS, the Town of Index finds that neglect of the health and redundancy of the US2 corridor has wide ranging and negative impact on all communities in the Skykomish Valley; and

WHEREAS, the long term failure to maintain, repair and/or restore flood based interruptions to the continuity of alternatives to US Highway 2, specifically at Scenic, Miller River, and Lowe Creek have combined to essentially destroy what was in the recent past a near continuous transportation alternative between Baring and Stevens Pass; and

WHEREAS, the significant and adequate resources necessary to make an acceptable repair are believed to be held by or available to the government of King County, the question being instead one of priorities; and

WHEREAS, necessary repairs now being completed to similar damage to the nearby Index-Galena Road clearly demonstrate that such necessary projects are both environmentally and financially feasible; and

WHEREAS, in the intervening eleven-plus years since the flood event, zero progress has been made towards a solution acceptable to local communities; and

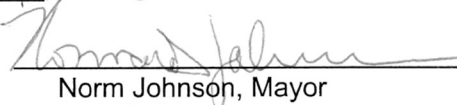
WHEREAS interminable delays in pursuing a repair will only result in unnecessary and avoidable increases in project costs,

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE TOWN OF INDEX THAT:

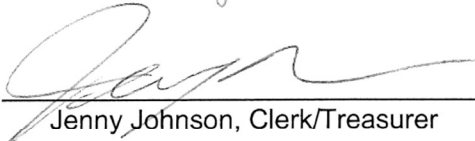
1. The Town of Index finds that restoration of the Miller River washout is an essential component of transportation infrastructure health in the Skykomish Valley.
2. The Town supports a repair alternative to Old Cascade Highway at the Miller River crossing nothing less than adequate to support pedestrian, bicycle, motor vehicle, and emergency traffic.
3. The Town calls upon King County government to assign a high priority to repairs and to work with State and Federal agencies to secure necessary funding and move forward with construction.

ADOPTED BY THE COUNCIL OF THE TOWN OF INDEX ON THIS 3rd Day of April, YEAR 2023

Signed:


Norm Johnson, Mayor

Attest:


Jenny Johnson, Clerk/Treasurer

**CITY OF GOLD BAR, WASHINGTON
RESOLUTION 23-02**

**A RESOLUTION OF THE CITY OF GOLD BAR, WASHINGTON IN SUPPORT OF
REPAIRING THE OLD CASCADE HIGHWAY WASHOUT AT MILLER RIVER**

WHEREAS, a flood in 2011 washed out and closed the Old Cascade Highway at the Miller River bridge in King County, Washington, severing a travel route that had been uninterruptedly open for approximately 100 years; and

WHEREAS, the loss of this crossing interrupted a historically, culturally, and economically significant and necessary thoroughfare in the upper Skykomish Valley; and

WHEREAS, the loss of this thoroughfare creates a significant and harmful lack of necessary redundancy in the US2 highway corridor, negatively affecting:

- ingress and egress of residents and guests for both commonplace and emergency needs,
- emergency responder access to affected zones and emergency egress in the event of emergency or disaster, as dramatically proven by the recent Bolt Creek fire,
- trade, commerce, and tourism
- travel alternatives to portions of US2 during closures; and

WHEREAS, the losses and barriers thus imposed upon the local community and travelers alike are of a nature and magnitude which would have been deemed unacceptable, and likely long since dealt with, had they affected the more populous regions in the Puget Sound basin; and

WHEREAS, loss of channel constraints imposed by the destroyed crossing potentially threatens the BNSF mainline crossing immediately downstream; and

WHEREAS, the City of Gold Bar finds that neglect of the health and redundancy of the US2 corridor has wide ranging and negative impact on all communities in the Skykomish Valley; and

WHEREAS, the City of Gold Bar and the Town of Skykomish have entered an interlocal agreement for the City of Gold Bar to provide management of the Skykomish Water System; and

WHEREAS, the long-term failure to maintain, repair and/or restore flood-based interruptions to the continuity of alternatives to US Highway 2, specifically at Scenic, Miller River, and Lowe Creek have combined to essentially destroy what was in the recent past a near continuous transportation alternative between Baring and Stevens Pass; and

WHEREAS, the significant and adequate resources necessary to make an acceptable repair are believed to be held by, or available to, the government of King County, the question being instead one of priorities; and

WHEREAS, necessary repairs now being completed to similar damage to the nearby Index-Galena Road clearly demonstrate that such necessary projects are both environmentally and financially feasible; and

WHEREAS, in the intervening eleven-plus years since the flood event, zero progress has been made towards a solution acceptable to local communities; and

WHEREAS, interminable delays in pursuing a repair will only result in unnecessary and avoidable increases in project costs,

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF GOLD BAR THAT:

Section I Old Cascade Highway Washout
Section II Severability
Section III Effective Date

Section I, Old Cascade Highway Washout

1. The City of Gold Bar finds that restoration of the Miller River washout is an essential component of transportation infrastructure health in the Skykomish Valley.
2. The City supports a repair alternative to Old Cascade Highway at the Miller River crossing nothing less than adequate to support pedestrian, bicycle, motor vehicle, and emergency traffic.
3. The City calls upon King County government to assign a high priority to repairs and to work with State and Federal agencies to secure necessary funding and move forward with construction.

Section II, Severability

This resolution is severable and if any portion of it shall be declared invalid or unconstitutional, the remaining portion shall remain valid and enforceable.

Section III, Effective Date

This Resolution shall take effect from, and after, its passage and approval, as provided by law.

Resolved this 2nd day of May, 2023.

**CITY OF SULTAN
WASHINGTON
RESOLUTION NO. 23-07**

**A RESOLUTION OF THE CITY OF SULTAN, WASHINGTON, IN
SUPPORT OF REPAIRING THE OLD CASCADE HIGHWAY
WASHOUT AT MILLER RIVER**

WHEREAS, a flood in 2011 washed out and closed the Old Cascade Highway at the Miller River bridge in King County, Washington, severing a travel route that had been uninterrupted open for approximately 100 years; and

WHEREAS, the loss of this crossing interrupted a historically, culturally, and economically significant and necessary thoroughfare in the upper Skykomish Valley; and

WHEREAS, the loss of this thoroughfare creates a significant and harmful lack of necessary redundancy in the US 2 highway corridor, negatively affecting:

- ingress and egress of residents and guests for both commonplace and emergency needs,
- emergency responder access to affected zones and emergency egress in the event of emergency or disaster,
- trade, commerce, and tourism
- travel alternatives to portions of US2 during closures; and

WHEREAS, the losses and barriers thus imposed upon the local community and travelers alike are of a nature and magnitude which would have been deemed unacceptable, and likely long since dealt with, had they affected the more populous regions in the Puget Sound basin; and

WHEREAS, loss of channel constraints imposed by the destroyed crossing potentially threatens the BNSF mainline crossing immediately downstream; and

WHEREAS, the City of Sultan finds that neglect of the health and redundancy of the US 2 corridor has wide ranging and negative impact on all communities in the Skykomish Valley; and

WHEREAS, the long term failure to maintain, repair and/or restore flood based interruptions to the continuity of alternatives to US Highway 2, specifically at Scenic, Miller River, and Lowe Creek have combined to essentially destroy what was in the recent past a near continuous transportation alternative between Baring and Stevens

Pass; and

WHEREAS, the significant and adequate resources necessary to make an acceptable repair are believed to be held by or available to the government of King County, the question being instead one of priorities; and

WHEREAS, necessary repairs now being completed to similar damage to the nearby Index-Galena Road clearly demonstrate that such necessary projects are both environmentally and financially feasible; and

WHEREAS, in the intervening eleven-plus years since the flood event, zero progress has been made towards a solution acceptable to local communities; and

WHEREAS interminable delays in pursuing a repair will only result in unnecessary and avoidable increases in project costs,

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SULTAN, WASHINGTON, DOES RESOLVE AS FOLLOWS:

1. The City of Sultan finds that restoration of the Miller River washout is an essential component of transportation infrastructure health in the Skykomish Valley.
Pass; and
2. The City supports a repair alternative to Old Cascade Highway at the Miller River crossing nothing less than adequate to support pedestrian, bicycle, motor vehicle, and emergency traffic.
3. The City calls upon King County government to assign a high priority to repairs and to work with State and Federal agencies to secure necessary funding and move forward with construction.

PASSED BY THE CITY COUNCIL AT A REGULAR MEETING THEREOF ON THE 8TH DAY OF JUNE, 2023.

CITY OF SULTAN

Russell Wiita, Mayor

ATTEST/AUTHENTICATED:

Tami Pevey, City Clerk



SNOHOMISH COUNTY COUNCIL
Snohomish County, Washington

RESOLUTION NO. 23-028

***A RESOLUTION OF THE SNOHOMISH COUNTY COUNCIL REGARDING THE
REPAIR OF THE WASHOUT ON THE OLD CASCADE HIGHWAY WEST OF THE
MILLER RIVER BRIDGE***

WHEREAS, in 2011, the Miller River washed out a portion of the Old Cascade Highway, destroying the only alternative access route for Highway 2 through Skykomish and dividing the community; and

WHEREAS, the Old Cascade Highway holds great historical significance and is designated a King County Historic and Scenic Corridor as Cascade Scenic Highway (King County Road No. 999); and

WHEREAS, physical risks to the area resulting from lack of road repair are significant, costly, and potentially hazardous including (1) continued and further erosion of the east and west banks of the Miller River at that site; (2) potential structural compromise due to river current of the railroad bridge still in use a short distance downstream; (3) potential compromise to the power/communication lines that cross the washout to serve the residents in that area; and

WHEREAS, emergency closures of Highway 2 can result in (and have resulted in) denial of passage to residents and travelers for medical services, jobs, school, postal services including required medications, necessities, and being home; and

WHEREAS, the negative social, safety, and equity impacts due to the washout physically divides our community; and

WHEREAS, 20 trains per day run the Burlington Northern Railroad mainline through the center of Skykomish causing planned and unplanned train stoppages which block both main exits from town. When both main exits are blocked Emergency First Responders and residents are trapped;

NOW, THEREFORE, BE IT RESOLVED, the Snohomish County Council strongly support repairs to that critical washout infrastructure and restoration of road access across the Miller River.

APPROVED this 21st day of June, 2023.



Jared Mead
Council Chair



Sam Low
Councilmember



Nate Nehring
Council Vice-Chair



Strom Peterson
Councilmember

ATTEST: 

Elena Lao, CMC
Deputy Clerk of the Council

Community Member Statements

My name is Bonnie Jones, I am the postal clerk for the Skykomish post office.

The United States postal service delivers important items such as medications, payments, bills, election mail, and cherished cards and gifts for loved ones. It is imperative that there is no disruption of the mail service. Please repair the wash out.

Thank you

On or about January 6 2020 my husband Ted became very very sick. I went into the bedroom to check on him and found him very pale and unresponsive. Our daughter was here at the time and we called Fire District 50. They were here immediately. It was decided he needed immediate medical attention, and needed to be transported to the hospital.

However there was a problem with Highway 2. Between Skykomish and the Tunnel. The highway was closed with a combination of snow, ice and fallen trees. Meaning that the highway crews had to remove downed trees before they could plow the snow and the ice, which made for slow clearing. The fire responder told us he had one chance to move Ted as there was going to be one small window of opportunity to get through, but it had to be decided upon immediately. SO they packed Ted out and got him in the ambulance along with our daughter. He spent four days in the hospital. It has been a very long recovery and was a very frightening experience for everyone.

The next experience was in the fall of 2022 during the Bolt Creek Fire. I have very serious Macular degeneration of the eyes. This requires regular shots in my eyes once a month. Once again the highway was blocked between Skykomish and the Tunnel. Once again it was Fire District 50 who saw that we were able to get the medical attention that was needed.

Skykomish is an isolated community on Highway 2. The last community before going over Stevens Pass. The highway is frequently closed in the winter because of snow ice and downed trees. Especially the area between Skykomish and the Tunnel. To have the bridge over the Miller River wash out and leave only one way out of town makes the feeling of isolation even worse. Skykomish residents go to Monroe, Everett, and Highway 522 for shopping and medical needs.

To go east from Skykomish for any needs means going over three mountain passes, Stevens, Blewett and Snoqualmie. A six hour drive, in ideal weather conditions.

The residents of Skykomish have a serious need to have a second route from our town to the outside world. We depend on Fire District 50 to come to our rescue for medical help. How can they do their job with only one way in and out of Skykomish Our school is suffering because of only one way in and out. A one lane bridge with a stop and go light would work well. How ever this is accomplished it needs to be done sooner rather than later, the need is great.

Sincerely Yours,
Nancy L. Cleveland
Resident of the Town of Skykomish

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The Case for Reopening Old Cascade Highway

I. Background - Historical Context of The Cascade Scenic Highway

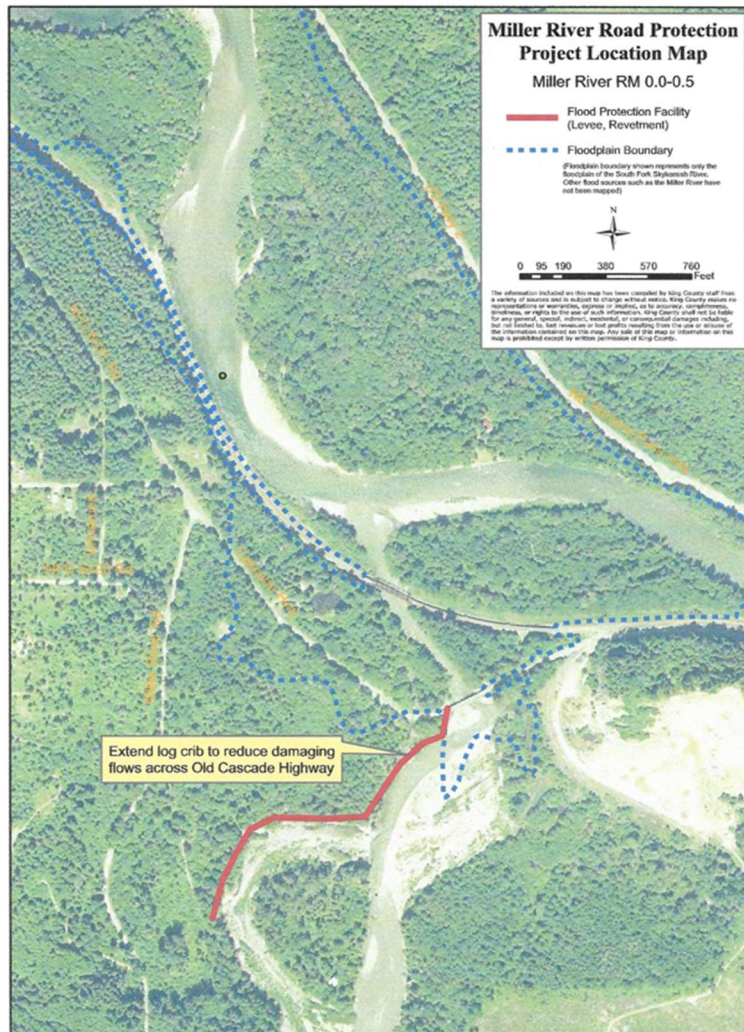
For over 100 years, the Cascade Scenic Highway served to **connect and protect**. It connected people to their homes, livelihood, USFS roads, the Wild Alpine Lakes area, and to Highway 2.

The Cascade Scenic Highway, aka the Old Cascade Highway, holds the designation of King County Historic Corridor, and since the late 1800s it **connected** the towns of Baring, Berlin, and Skykomish up to Stevens Pass. As recently as 1980, one could drive, bike, or walk from Baring to Stevens Pass via the Lowe Creek Road and Old Cascade Highway and only be on US 2 a very short distance. For those riding their horses, it had been a route highly favored over Highway 2. The Old Cascade Highway is a key access point to the Alpine Lakes Wilderness area. It is the **only** connection to Highway 2 in the Money Creek area; and had been relied on as an alternate ingress/egress route for those in the neighboring communities such as Skykomish, Timberlane, SkyLane.

The portion of the Old Cascade Highway at the Miller River, along with the supporting levee, gave critical **protection** to (1) people in the area by providing emergency ingress/egress and (2) the structural integrity of the railroad infrastructure a few feet downriver, thereby protecting the river, the river system, and major freight mobility.

Emergency ingress/egress - every home built to code is required to have a minimum of two exits for safety. So too communities are negatively impacted without safe exits. For this entire area that "exit for safety" had been provided by the Old Cascade Highway. The loss of that relied upon safety exit is very dangerous as was seen during the Bolt Creek Fire and the major snowstorms of the past three years. Each of those emergency occasions left people unable to leave for extended periods of time.

The Levee/Revetment



Pre-washout Map showing the 3 segments of the levee/revetment in red.

Adjacent to the Old Cascade Highway was a levee, parts of which can be seen today. Like other levees constructed in the 1950s-1960s on shifting gravel and more loosely constructed than today's standards, it required routine maintenance. Reports indicate the routine maintenance was not performed in 2010. Per the foreman at that time, the maintenance had been planned but was called off.

Per King County's recent description of maintenance in that area: *'The "Miller River Bridge Protection" training levee was constructed in 1970 to prevent flanking of the western roadway approach and bridge abutment by channel migration. Repairs to this levee were documented in 1981, 1987, and 1998. The levee was significantly damaged by rapid channel migration in the 1990s...*

The "Miller River Curve" training levee was constructed in 1968 to prevent channel migration toward Old Cascade Highway, west of the bridge, and to direct the Miller River under the bridge. The levee was damaged by flooding in 1995 and 1996. Repairs to this levee occurred in 1987 and 1998. The levee is generally in good condition, but no longer provides a training function to direct flows from the

Miller River under the bridge because the river channel rapidly moved away from the levee in the mid-1990s.

The “Miller River Road Protection” revetment is located approximately a half mile upstream of the Miller River Bridge and protects the Miller River Road from river erosion. A segment of levee at the downstream end of the revetment also directs the river channel toward the eastern half of the Miller River alluvial fan and may have been built to steer the river toward the Miller River Bridge. The date of construction for this revetment was not documented but likely occurred early in the mid-twentieth century when the Miller River Road was first developed. This revetment was repaired in 2017 due to flood damages.’

II. The 2011 Flood

Despite the levee not being repaired since 1998 per the County’s records, the Cascade Highway continued to be a viable and critical part of the area’s transportation infrastructure.

In 2011 a storm resulted in high water levels, raising the log crib that had been placed adjacent to the road. The rise of the log crib obliterated the section of the Cascade Highway that crossed the Miller River, leaving the road impassable. Part of the levee still exists, but the portion that channeled the river under the bridge, providing safety and a buffer for the road and for the railroad trestle is damaged.

At the time when needed maintenance was not performed and when King County decided to ignore rather than repair flood damage, the Cascade Highway was **not** a decommissioned forest service road. It was a valuable and viable segment of the transportation infrastructure for the upper Sky Valley. When it was announced that King County had decided **without apparent public input** to not repair it, frustration and anger among many residents ran higher than the flood waters, leaving taxpayers with a distrust that still exists today.

III. Effects of the Washout on the Area Communities

The washout had a profound immediate and damaging impact on the community and set into motion a very dangerous longer term risk for the area and the entire river system which continues to this day.

Locally, it severed and isolated neighboring communities, destroyed a necessary travel route that had been open and relied on for approximately 100 years. The washout impacts trade, commerce, tourism, pedestrians, bicyclists, residents, visitors, recreationalist, and travelers. It negatively impacts students riding the school bus and the school bus drivers by not providing an alternative route to the 60 mile per hour Highway 2.

The unrepaired washout heightens serious concerns about the vitality and survival of the community itself. As the area community continues to be divided into smaller unconnected and isolated sections, the economic health becomes more fragile. Residents from neighboring towns to the west are less likely now to do business in the Skykomish area.

The “Economic Analysis of Outdoor Recreation in Washington State” 2020 report describes the vast economic and health benefits of outdoor recreation, and that Washington’s outdoor recreation is a driving force for the state’s economy creating jobs and building rural business.(1) The economic engine of the Sky Valley relies on outdoor recreation here and this section of road does make a difference to homeowners and business owners throughout the upper Sky Valley. As a resident and business owner states, “We are the rural communities that rely on access. Please help!”

- **Loss of emergency ingress and egress:**

Background: In the Upper Skykomish Valley area, if your access to Highway 2 is blocked or inaccessible, you are not going anywhere, certainly not in a vehicle. There is no doctor or medical clinic; the nearest hospital is about 35 miles to the west, a full-service hospital is further. There is no pharmacy, no veterinarian. There was one alternate exit route which is now washed out.

The elevation of this area is approximately 900 feet, with a 3,000-foot elevation gain in 20 minutes when driving east to the pass. The nearest grocery store is a 40-minute round trip by car if going west, or if going east, it is over an hour drive one-way across the 4,000-foot mountain pass, with a treacherously breathtaking curve that is typically icy in winters.

While this is a remote location, the portion of Highway 2 that runs through this area is packed with vehicles on weekends. 180,000 vehicles/month typically travel in and through this area. Approximately 8,000 skiers enjoy the ski resort on a typical day. The Great Northern and Cascade Railway train rides and local festivals will bring an additional 200 to 300 people/day into town. The Skykomish Fire and EMT First Responders are responsible for all calls coming from Highway 2 up to and including Vail’s ski and downhill biking resort at Stevens Pass, as well as calls from the forest service roads, campsites, hiking trails, and the area residents and guests.

The remoteness of this location, the high-volume swings of people, and the critical need for quick and immediate access to Highway 2 especially in emergencies underscores the invaluable nature of what was once a viable alternate emergency route to Highway 2 and is now washed out and inaccessible, the Old Cascade Highway. Medical emergencies in which delays of even minutes result in profound impacts make accessible exits even more paramount, and the unrepaired washout at Miller River unconscionable.

In order to provide an acceptable level of service of emergency response to all people within King County's prime recreational area, including Vail/Stevens Pass ski and downhill mountain biking resort, to all travelers on Highway 2, and to our area residents and guests, safe ingress/egress is absolutely critical.

A Burlington Northern Railroad mainline runs in an east-west direction through the center of Skykomish. There are 20 trains per day, 2 Amtrak, the rest carrying freight for international, national and King County based companies such as Boeing, Amazon, UPS, FedEx, etc.; as well as oil tankers, volatile and typically one to two miles long. Planned and emergency unplanned stoppages of the train do block one or both main exits from town. Repairing the washout to restore the town's alternate exit is imperative.

- The washout destroyed the alternate exit/access route between Skykomish and Highway 2, a route relied upon and used by the Upper Sky Valley.
- During several recent area-wide emergencies residents living in the Money Creek area (west of the wash-out) were trapped with no access out (or in), cut off from all essential services, the alternate exit that had been provided by the Old Cascade Highway no longer available to them.
- For weeks, residents could not leave the area to escape the fire and smoke of the Bolt Creek Fire, and after the flames were out, still could not leave to go to their jobs, schools, get medical services, US postal mail, for several weeks.
- The Food Bank in Skykomish was unable during that time to bring in needed supplies.
- After the fires were out and the smoke cleared, planned and unplanned closures of Highway 2 at the Money Creek Tunnel continued due to fallen debris and associated clean-up activities, blocking vehicle access for area residents who would have taken the Old Cascade Highway if the washout were repaired.



After shopping for essentials once conditions appeared to be stable enough to open Highway 2, some residents were faced with a closed highway on their return to town as conditions required immediate unplanned highway closure for safety. They were able to ford the river at the washout, carrying essentials on their backs, and leaving their vehicle on the west side. This couple, in their 60's, had to then hitch a ride home beyond Skykomish, then repeat the journey days later to retrieve their car.



Similar conditions for this resident, over 70 years old. He forded the washout 5 times to get all his groceries from his car to his home.

- Fire/EMT 1st Responders are unable to use this as a route to respond to emergency calls. As described above, the Emergency First Responders are responsible for all emergency calls from the following:
 - Highway 2 between Index and Stevens Pass, with 180,000 vehicles/month,
 - Vail Ski Resort, with 8,000 typical skiers on a given day,
 - Recreationalists in the area at campsites, trails
 - All people in Skykomish and the area communities including Baring, Grotto, Money Creek, Berlin, Mill Town, Skykomish, Timberlane, Sky Lane, Foss River and Vail/Stevens Pass

- **Residents frequently partially or fully trapped by rail crossings:**

A Burlington Northern Railroad mainline runs in an east-west direction through the center of Skykomish. There are 20 trains per day, 2 Amtrak, the rest carrying freight for international, national and King County based companies such as Boeing, Amazon, UPS, FedEx, etc.; as well as oil tankers, volatile and typically one to two miles long. Planned and emergency unplanned stoppages of the train do block one or both exits from town. Repairing the washout to restore the town's alternate exit is imperative.



Twenty trains per day travel through Skykomish and over the train trestle by the washout. Two Amtrak, the rest are oil tankers and freight, carrying products for international, national, and King County based companies, i.e. Amazon, Boeing, FedEx, UPS. Typically, the trains are one to two miles long, which can block both the town's exits. With no road access due to the washout, no alternate routes are available.

When a train blocks both Skykomish main exits, and with the only alternate emergency exit now washed out and unavailable, the Emergency First Responders and residents are trapped. In February, 2023 an emergency stoppage of a train with a hydraulic brake issue blocked both Skykomish exits for five hours from 2:08 am to 7:37 am, with no alternate exit. The lack of The Alternate exit is a serious impact to the entire upper Skykomish Valley. In addition to the Emergency First Responders, residents were delayed in getting to the airport for their scheduled departure time and other residents were delayed in going to work, several returning home till the issue was corrected hours later. The Alternate exit would have allowed the required passage.

- **Going East in Order to Go West - Increase Time and Fuel Consumption**

- The Money Creek Tunnel on Highway 2, just east of the turn off for the Old Cascade Highway, is often the location where Highway 2 is closed during emergencies. Prime recent examples of this are during the Bolt Creek Fire, and the snowstorms of the past three years. For everyone who was on the east side of the tunnel during these closures that meant driving 5 hours east to make the loop over Stevens Pass and then Blewett Pass to drive what would have otherwise been a 45 minute drive if the washout were repaired. As this was the case for an extended period of time, that represents a lot of fuel consumption and pollution. For those who needed that route to get to work, both they and their employers were out of luck for those long durations. A five hour one-way trip is also not feasible for doctor, dentist, and other medical appointments, many of which had to be canceled. Those medical appointments could have been kept if the washout were repaired. The five hour loop was also not a viable option for those people with electric vehicles. Both the Bolt Creek Fire and the snowstorms brought with them power outages, making it impossible to charge vehicles at the start of the trip, nor would there be enough functioning charging stations along the 5 hour route to make it.
- For Mill Town residents wishing to drive west from their homes, prior to the washout, they would simply drive west on the Old Cascade to arrive at Highway 2, then continue west on Hwy 2. Since the washout, they must drive east, through Skykomish, then loop back on Highway 2 in order to go west.

IV. Effects of the washout on Structures including Railroad Infrastructure, Utility Poles, Private Property

The levee/road provided critical protection, acted as a buffer for the road and for the railroad infrastructure a few feet downstream - the railroad infrastructure that supports the passage of 20 trains per day, two Amtrak, the rest freight for international, national, and King County based companies such as Amazon, Boeing, FedEx, UPS, and oil tankers, volatile and typically one to two miles in length over a sensitive river.

Per the environmental engineering assessment report, “data suggest that there is a debris flow or debris flood (the collapse of debris jam further upstream) hazard on the fan itself, which **could destroy the remainder of the highway prism and the railway during a single event.**”

Now that conveyance is no longer as restricted as it once was at the Old Cascade Highway, these events could more directly affect conditions at the railway.” (2) Damage to the Miller River from such a railway event would be felt throughout the entire river basin system.

As noted in the reports, the washout puts at “high risk” the railroad infrastructure that is a few feet downstream of the washout. (3) It lists risks due to the washout including the “Railroad Bridge, Trestle and Fill Prism all vulnerable to any increase in scour, channel migration or significant large wood accumulation. Overhead Utilities -Power/Communication, Underground Utilities, Miller River Road Private Properties in the “Town of Berlin” Private Quarry and Railroad spur Recreational Users” (4) The levee/road provided critical protection for the structures in that area.

Miller River Restoration Preliminary Feasibility/Uncertainty and Risk	Existing Conditions/Risks			Uncertainty of Project Effects			Preliminary Project Related Increase in Risk or Habitat			Future Projected Condition/Risk with Road and Facility Removal Only			Required to reduce uncertainty and inform design	
Feasibility Issue	Low	Medium	High	Low	Medium	High	Low	Medium	High	Low	Medium	High	Technical Information and analysis	Outreach and Coordination
Geologist's preliminary view of Hazards. Red is bad in this section.														
Flood Hazard Code Compliance	NA				X			X		NA			X	
Risk to LB Railroad Fill Prism		X			X			X			X		X	X
Risk to Right Bank Trestle		X			X				X			X	X	X
Risk to RR Bridge			X		X			X				X	X	X
Risk to Miller River Road	X				X			X			X		X	X
Risk to "Berlin" Properties		X				X		X			X		X	
Risk to Quarry	X				X			X			X		X	X
Risk to Recreational Users	X				X						X		X	X
Risk to Utilities			X	X			X					X		X
Geologist's preliminary view of Habitat. Red is good in this section.														
Sustainable Floodplain Connection		X			X			X				X	X	
Off-Channel Habitat Complexity		X			X			X				X	X	
Large Wood Recruitment	X			X				X			X		X	
Large Wood Trapping	X			X				X			X		X	
Edge habitat		X		X				X				X	X	

Preliminary Feasibility: Habitat, Risk and Uncertainty

Preliminary Feasibility: Habitat, Risk and Uncertainty

(5) Herrera Environmental Engineering

V. Effects of the washout on the highway corridor

- **Loss of alternative route to US 2 between the tunnel and Skykomish:**
US 2 between the tunnel and Skykomish is frequently blocked by fallen trees in high wind or heavy snow conditions. King County has warned travelers that risks of debris fall in this area will remain likely for the next few years in the aftermath of the Bolt Creek Fire.

As seen during the Bolt Creek Fire and during the snowstorms of the past three years, Highway 2 was closed right at the Money Creek Tunnel, just east of the turnoff for the Old Cascade Highway. During these times, all residents and travelers east of the tunnel are told to take a detour route if they wish to go west, that is to head east for a 4 1/2 to 5 hour loop, for a trip that would otherwise take minutes. Repairing the Miller River washout would provide an emergency alternate route saving several hours for each vehicle. It would provide an alternate route for employees to get to work. Driving 5 hours one way is not feasible for workday attendance.

- **Pedestrians and bicyclists forced to use a very unsafe section of US 2:**

In 2005, the Skykomish Mayor and Town Council passed a resolution detouring all bicyclists off Highway 2 and onto the Old Cascade Highway as a safer route of passage. Due to the washout, that safer route is no longer an option. Progressing through the Tunnel is challenging and adrenaline raising, as the light differential hampers the drivers' visibility of the bicyclists.

- **Increase risky turns:**
- Many local residents indicate a concern that due to the washout, they are forced when heading west bound to making a hazardous left turn across Highway 2 with cars going the full 60 mph behind them as well as toward them. Before the washout, they were able to approach the Money Creek area at a reduced speed. Now, they must contribute to the mixed speed traffic on Highway 2.

VI. Effects of the washout on the river corridor:

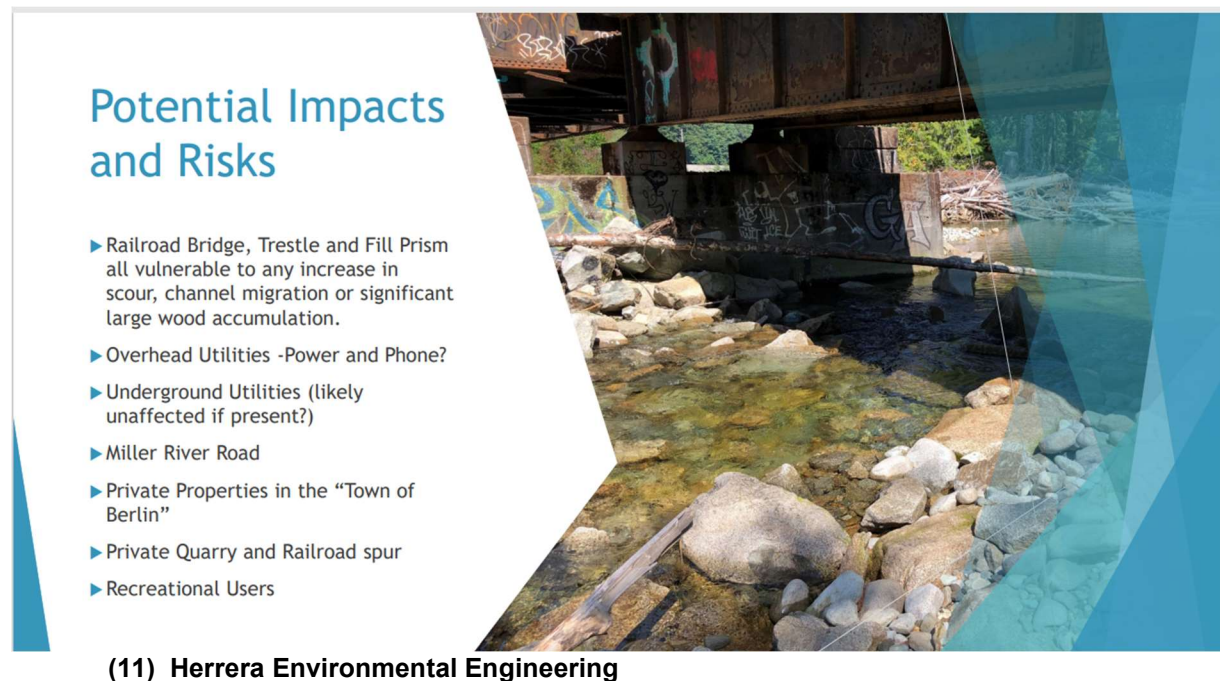
- Without the levee and road providing channel direction, the alluvial fan of the river has expanded and continues to expand. As a result, the seasonal water flow levels are very low in the summer. The previous channel and portions of the alluvial fan have been observed to be completely dry during the summer with islands of rock and debris isolating stream areas from the rest of the river system. Additionally, there is an observable loss of tree canopy. As erosion of the river banks is allowed to continue, there is far less shading from large trees that had previously shaded and cooled the water. Instead, the large trees are being eroded, toppled at their roots, destroying the tree canopy.
- Per the “Impacts on Salmon Issue Paper”, written in conjunction with the Tulalip Tribes Natural Resource Department and King County Natural Resources Department, low level flows raise the temperature of the water. Warm temperature waters are lethal for salmon. A prime example is in 2015 the high temperatures in the Skykomish River caused Chinook to take refuge in the cooler Sultan River. As higher temperature water flows into the rest of the river system, it has a warming effect on the **entire** river system. (6)
- In addition to being lethal for the fish, warm temperature waters degrade the habitat, cause egg abnormality, and delay migration. Seasonal undulation, building up of sediment, rocks, debris is also now visible in the area of the washout. This has detrimental consequences for the habitat and for the fish – building “islands” that trap and isolate the fish, concentrate the fish into fewer areas, increase spread of disease, competition for food, predation. (7) [Climate Change Impacts on Salmon Issue Paper 2017]
- It appears this situation at the washout may be destroying the very environment we are wishing to protect!
- Rather, a **single thread channel approach** instead of an unrestricted span of the alluvial fan would help alleviate this problem immediately, and provide better protection for the conditions anticipated to intensify with climate change.

VII. Possible Solutions

As an engineer responsible for bridge borings all across the United States stated, “If there’s one way to solve an issue, then there are multiple possible approaches to explore and assess.” In determining an appropriate option, balance is critical. We must strive, as stated by the Army Corps of Engineers, “to balance and integrate society’s needs for economic growth, public safety and environmental quality.” (8) Also, it is important not to build way beyond what is necessary, as it becomes too expensive and undoable.

Here are a few possible approaches:

A. **No action:** This option is a **high danger risk**. As described in the environmental engineering assessment reports “Within the area of study, maximum [flow] depths are persistently found on the steep and confined left bank at the upstream extent of the project area, near the Miller River Road, in the vicinity of the recently eroded Old Cascade Highway and at the BNSF railroad bridge.” (9) Continued erosion and no protective buffer would continue the high level of erosion currently underway and keeps at high risk “the railroad infrastructure, the power/communication poles, road, private properties, private quarry, railroad spur, recreational users.” (10) Also, the No Action option leaves the Fire/EMT 1st responders and the area residents with no emergency exit. It keeps at risk all people in this area, the community, and the entire river system.



The report further states “The road has, and will continue to protect the railway so long it is in place, though there is clear evidence that it has been and will continue to be gradually lost due to natural processes. The railway prism west of the existing Miller River main channel crossing is not armored. Hydraulic modeling results indicate high velocities (in excess of 10 feet per second: Appendix E) in this area, which was corroborated by significant geomorphic changes observed following recent high flows in the vicinity of the left bank railway bridge abutment. (12)

B. **Realign channel, reconstruct levee, reuse existing bridge:** Utilize the adjacent quarry and existing rock to reconstruct the levee; realign the channel under the bridge. The existing bridge was rated in “fair condition” in the 2014 bridge inspection. (13) Benefits: restores buffer for road, railroad infrastructure, and the other “at risk” issues including the river; provides critical emergency access, supports bicycling, pedestrian use, and restores the alternate safety route that had been relied on for 100 years, and returns a sense of safety to the residents and other people in the area.

C. **Full span new bridge at existing location:** There are several low cost/quick install options in this category. For example, Bailey Bridges are used around the world and throughout the U.S. as dependable bridges. The longest Bailey Bridge span is 2,585 feet. (14) They are prefabricated and install quickly.

Another option is the rapid build, prestressed lightweight concrete girders as was used for the Skagit River Bridge and completed in months.

The community of Mt. Index River Sites (MRIS) was subjected to mountain slides a few years ago, devastating the entire community and splitting MRIS in two. A one lane emergency bridge was installed and is still in operation today.

Yet another option to consider for this category is what was used at the Foothills Trail Bridge. Per King County Executive Dow Constantine’s Newsletter “It will offer an alternative emergency route for pedestrians and vehicles if State Route 410 is impassible.” Cost in 2024 dollars is \$16 million. (15)

Green infrastructure practices and technologies could be incorporated such as infiltration chambers, and subsurface infiltration galleries.

Per King County assessments, this approach would require one hundred (100) foot deep footings and a one-thousand (1,000) foot span. Without the levee or a single thread channel, it might not provide the necessary buffer for the railroad infrastructure or road, so it is probable that this option would need to include reconstruction of a levee or some other method to help ensure structural stability for nearby structures.

D. **Build a second bridge - Single Thread Channel Design for Crossings:** This involves leaving the first bridge where it is and building a second one-lane bridge to join the first bridge on one end and to span the flow on the other side.

Determine the appropriate level of service (LOS) needed for the span - if 1,000 ft span is for the worst eventuality, it is likely a 60 to 80 percent level would be more appropriate. Determine what is needed for a 200 yr flood. As recently stated by a Hydrologist familiar with the area, “With the appropriate use of culverts and a couple end-to-end bridges, some very significant flow levels could be handled. This should be a single thread channel; with another opening for the water when it is needed. Otherwise the river must pinch back to fit under the trestle.”

However wide the alluvial flow is allowed to expand, the river must still narrow before going under the trestle. Because there is still the pinch of the railroad bridge to consider for the

safety of the railroad bridge, freight mobility, and therefore of the entire river system, it must be a single thread channel. Terraces along the river bank with natural vegetation could be included. Because the river will still need an additional outlet during large events, the west side of the road will be overrun during such events, that is acknowledged, and the road during these events could be closed. This level of service would return the sense of safety to the community.

E. Full span bridge at new upstream location: Another option is to construct a full span bridge at a new location further upstream.

F. Dismantle the road and the bridge: This is the most immediately dangerous of all the options. As described in the Herrera feasibility report “The road has, and will continue to protect the railway so long it is in place, though there is clear evidence that it has been and will continue to be gradually lost due to natural processes. The railway prism west of the existing Miller River main channel crossing is not armored. Hydraulic modeling results indicate high velocities (in excess of 10 feet per second: Appendix E) in this area, which was corroborated by significant geomorphic changes observed following recent high flows in the vicinity of the left bank railway bridge abutment. There is a greater potential for encountering hazardous or culturally significant materials than any of the other high priority projects. The road has been in place, in some form, for nearly 100 years, and it may have been located at a historical Native American crossing point. The bridge is relatively newer than the road itself, so there may be old creosote-treated wooden abutments from the original bridge buried in the road prism. The bridge itself is also potentially a historic resource and the extent to which the abutments would be included in that determination is unknown. “ (16)

○

VIII. King County Proposals and Response to date

- a. KC has stated they will do nothing on the basis of an inflated cost estimate
- b. KC has not presented a ranked list of studied alternatives to the community
- c. KC has neglected maintenance of a serviceable bridge because of their choices

IX. Preferred choice/minimum alternative acceptable to the community.

The preferred choice is one that would restore the critical alternative safety route, a single lane road across the Miller River to support vehicles, emergency vehicles, pedestrians, and bicycles; and restore the buffer for the railroad infrastructure and the other “at risk” issues. It appears at this point that Option B - “Realign channel, reconstruct levee, reuse existing bridge” and Option D - “Build a second bridge - Single Thread Channel Design for Crossings” meet the requirements.

X. Supporting information

The lower Miller River is seasonally a dynamic river. The river did what it needed to do when the water couldn't get through fast enough; it needed breathing room and took it. It also took away what people in the community critically need, the safety that comes by having an alternate exit route in an area that often has no exits.

The current approach of allowing the river's alluvial fan to expand in an unconstrained manner is detrimental in two regards:

- (1) There are necessary physical constraints in this area that are not going away. This includes the railroad infrastructure and the power/communication poles (responsible for data transfer for T-Mobile between Seattle and Chicago.)
- (2) The seasonal low flow that warms the water temperature and, in some areas entirely dries up, may be creating havoc for fish habitation and migration. This condition is anticipated to worsen with climate change.

It must be noted, that due to geographical constraints, there are no naturally occurring salmon in this area - any salmon seen here have been transported up past Sunset Falls. Per the feasibility report, there are no guarantees this will change even with the change to an unrestricted alluvial fan approach. Assumptions of habitat growth are "assuming that all reasonable infrastructure was removed...i.e., demolition of existing infrastructure....However, it is impossible to predict the rate of increase of these features in advance." (17) It is unlikely the existing relied upon infrastructure such as the railroad trestle, the power and communication poles will be removed in the near future.

During the Bolt Creek Fire, a King County Councilmember was quoted as saying "What is the price of doing something now versus doing something later." To deny a safety route for the people of this area, to put at "high risk" the railroad infrastructure, freight mobility, power/communication system, and to worsen rather than enhance the conditions for fish habitation/migration - in essence, to hold this entire area hostage without safe ingress/egress - is a high-stake gamble.

XI. Conclusion

The repair of the Miller River washout and restoration of road access across the Miller River is an essential component of transportation health in the Skykomish Valley. The repair of the Miller River washout and restoration of road access is critical for the safety of the people in the area, the structures adjacent to the washout including the railroad infrastructure, and ultimately of the entire river system. The repair of the Miller River washout will restore the critical emergency alternative route to Old Cascade Highway at the Miller River crossing in a manner adequate to support pedestrian, bicycle, motor vehicle, and emergency traffic.

The Vision Statement in the Snoqualmie/NE King County Subarea Plan states:

"Snoqualmie Valley/Northeast King County are characterized by strong rural communities with distinct cultures and histories, where people and businesses are thriving, the natural environment and agricultural

lands are conserved and protected, farms are preserved, the community is resilient to climate change, and services and programs are accessible to residents in a way that preserves the unique rural character.”

“The purpose of the Subarea Plan is to make real, equitable improvements to the quality of life for everyone who lives, works, and plays in Snoqualmie Valley/NE King County. Guided by the community vision, equitable improvements can encompass thoughtful development that builds individual and collective wealth and supports the health and well-being of current and future community members while protecting and enhancing the rural aesthetic and natural amenities of the area.” (18)

The failure to repair the washout and restore road access across the Miller River fails to meet these vision objectives.

XII. Author information

Grassroots Fix the Miller River

Events over the past several years have heightened the already critical need to reopen the Old Cascade Highway and restore road access across the Miller River. Snowstorms, fire, emergency train stoppages – all blocking ingress/egress for one or multiple area communities resulted in a deluge of letters from concerned citizens to their legislators to restore road access across the Miller River on the Old Cascade Highway in the Skykomish area. As the letter writers became aware that there were others writing letters for this purpose as well, the Grassroots was formed.

This document is a collaborative effort by the Grassroots Executive Committee. It included interviews with subject matter experts, residents, and those who lived through the events and conditions both before and after the washout. It also included extensive research as noted in the footnotes and references. Primary documents from which At Risk elements of the washout are identified and described are the Herrera Reports, “body only” and “appendix E”. Another major resource for this document is the “Climate Change Impact on Salmon Issue Paper” written in conjunction with Tulalip and King County Departments of Natural Resources. The descriptions of what climate change will bring are the conditions that are viewable **today** due to the extremely low flow seasonal water level permitted by the alluvial fan in that particular location.

Contact Info:

Nancy Yarges, Chairperson of the Grassroots Fix the Miller River Washout Action Committee
ry-ny@hotmail.com , 206-714-8068
PO Box 81
Skykomish, WA 98288

Footnotes

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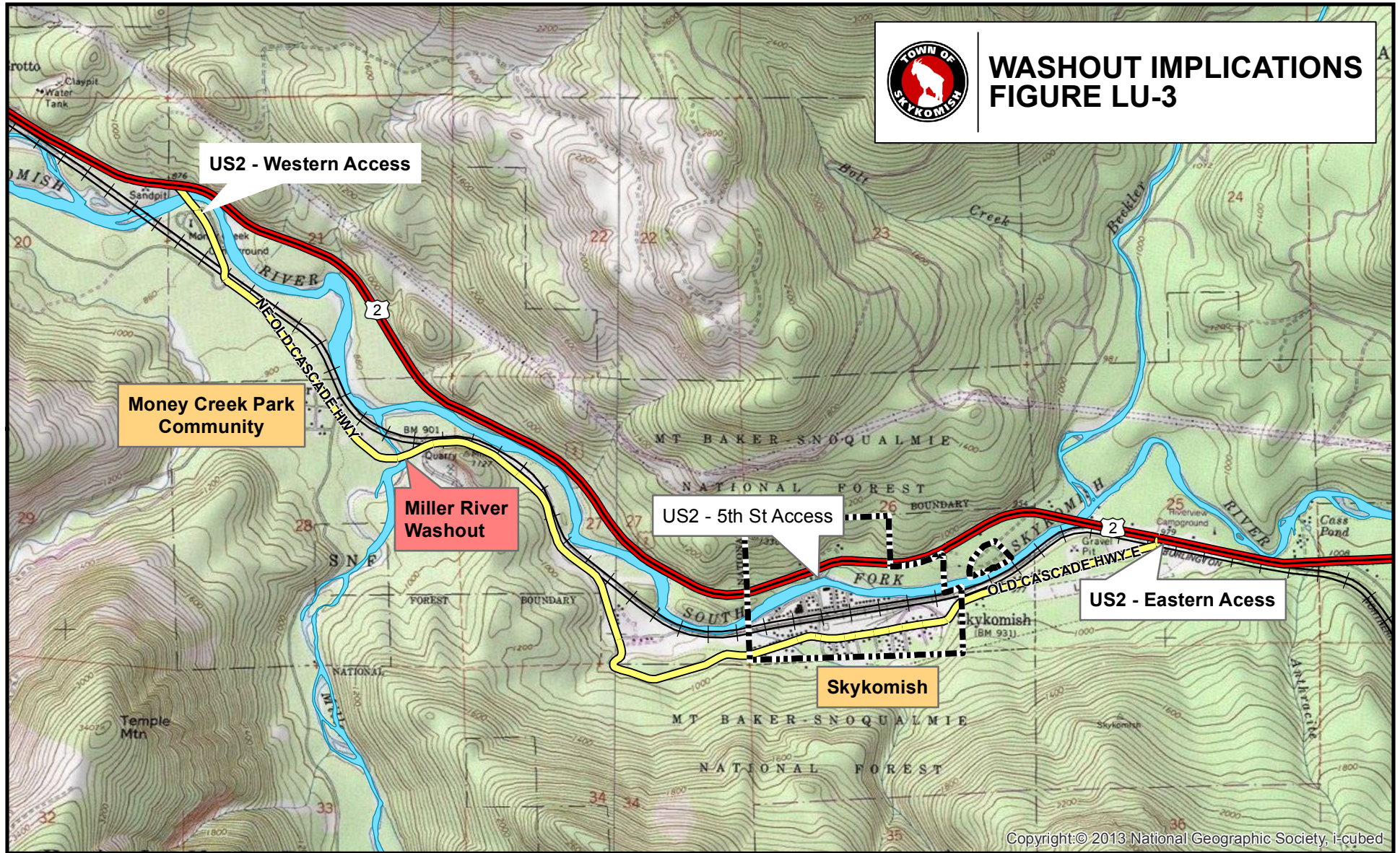
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WASHOUT IMPLICATIONS FIGURE LU-3



Legend



Town Boundary



River

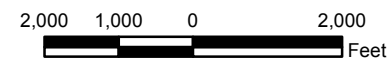


Railroad

US 2/NE Stevens Pass Highway

Old Cascade Highway

Map data provided by King County GIS Open Data and ESRI's ArcGIS Online and may not reflect actual or current conditions.



geographic information systems



Lynn Kim
principal

p.206.290.9568

lynn.kim@nwgeographics.com

Map Date: October 2024

Land Use Focus 2

Skykomish Forestry Service Property



TOWN OF SKYKOMISH CONSULTING AGREEMENT FINDINGS & RECOMMENDATIONS

ABSTRACT

An analysis of the residential development potential of the mixed use 4.06-acre property owned by the Town of Skykomish currently containing residential, office, post office, warehouse, light industrial and undeveloped land.

Produced by FORTERRA NW

June 2024

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1. EXECUTIVE SUMMARY:

INTENT:

Forterra NW provides this report pursuant to the Consulting Agreement dated August 4, 2023, entered into by the Skykomish Town Council and Forterra NW to do a feasibility analysis for residential development regarding the mixed use 4.06-acre parcel (Parcel ID: 506130-0200) (the “Property”) owned by the Town of Skykomish. Initial findings regarding the Property showed fundamental entitlement issues that needed to be addressed before additional residential development planning could proceed. This report addresses certain fundamental zoning, platting and similar issues for the Town Council to consider before moving ahead with more detailed development planning.

FINDINGS:

The Property contains historical and non-historical buildings that are either currently used as residences or uses as such in the past. The remaining structures are used for nonresidential purposes such as warehouse, light industrial, and post office. The Vision Document and Comprehensive Plan both highlight the intent to preserve the existing historical buildings. The Property is not subdivided and all buildings and uses exist within the single parcel. The Property is currently zoned Public (P), which does not allow for residential uses (see Exhibit B – Table of Permitted Uses). Additionally, a significant portion of the Property is within the 100-year flood zone. Currently, there are approximately 20 available taps for the sewer system operated by the Town, which may be used to facilitate residential development.

RECOMMENDATIONS:

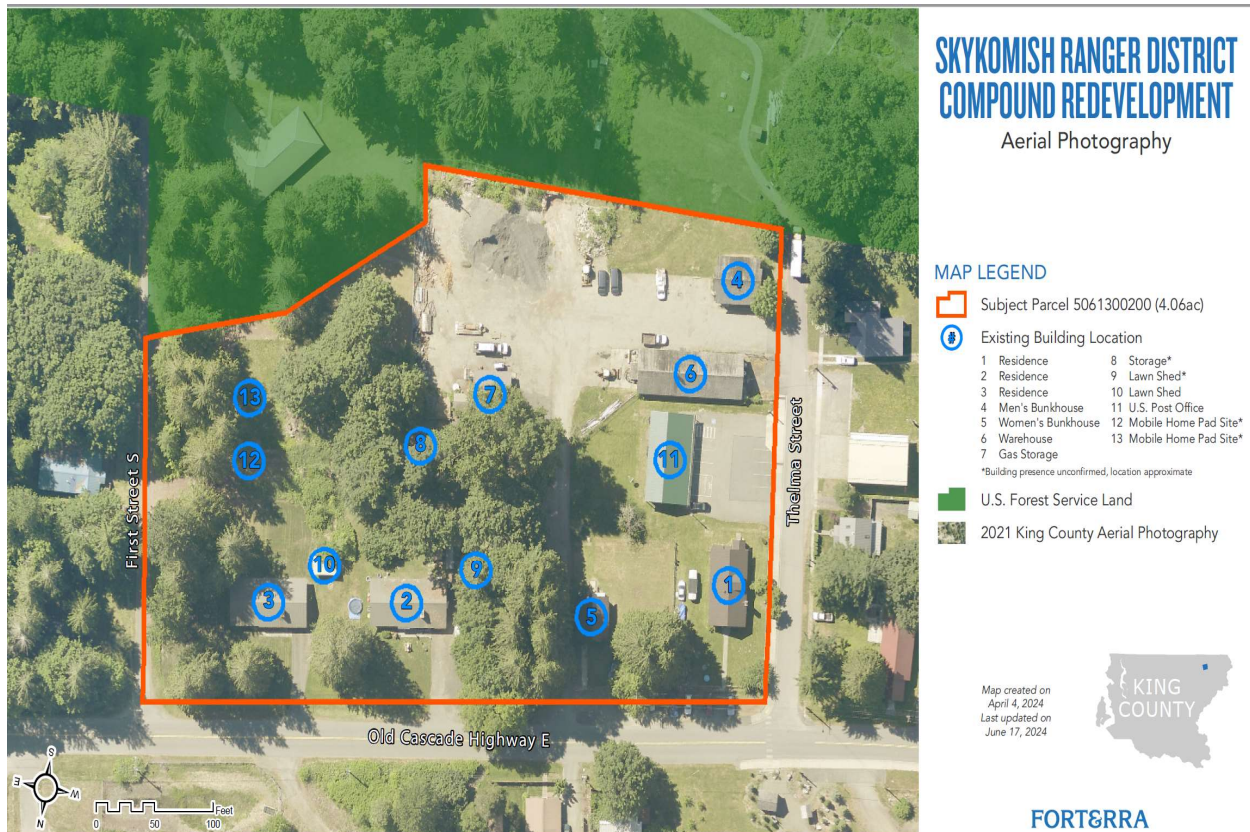
Portions of the Property will need to be rezoned to allow residential development or the Table of Permitted Uses will need to be amended to include residential uses within the Public (P) zoning classification. When weighing the choice to amend the permitted use table or to rezone the Property, we recommend a strategy of rezoning in connection with subdividing the Property. As the Property has a variety of existing uses (many of which will continue) the Town Council should consider subdividing the Property into separate smaller parcels that are appropriately sized to support the existing and planned future uses. These smaller parcels can be rezoned to match the current or future uses within the smaller parcel’s boundaries. Subdividing the larger parcel will also limit the scope of potential liens, covenants, warranties and other representations that typically accompany development work (as well as loans or grant funding) to only the specific portions of the Property being developed. The residential rezoning should be set to allow maximum density, which is the R-5000 zoning classification under current Code. Further residential density increases can be achieved by using the Cluster Housing Overlay (which only applies to parcels with residential zoning). Development planning will need to consider raising the structures out of the flood zone. The exact adjustments in development planning to address the flood zone issues will need to be further studied, including obtaining a flood elevation certificate. Public funding sources for rural workforce affordable housing are currently very limited but there is a political push to change this. We recommend that the Town Council monitor Washington State political developments regarding rural

workforce affordable housing over the next 12-18 months as new opportunities to support such housing may arise. Meanwhile, relationships can be built with not-for-profit affordable housing developers and for-profit developers to explore structures and agreements for developing portions of the Property.

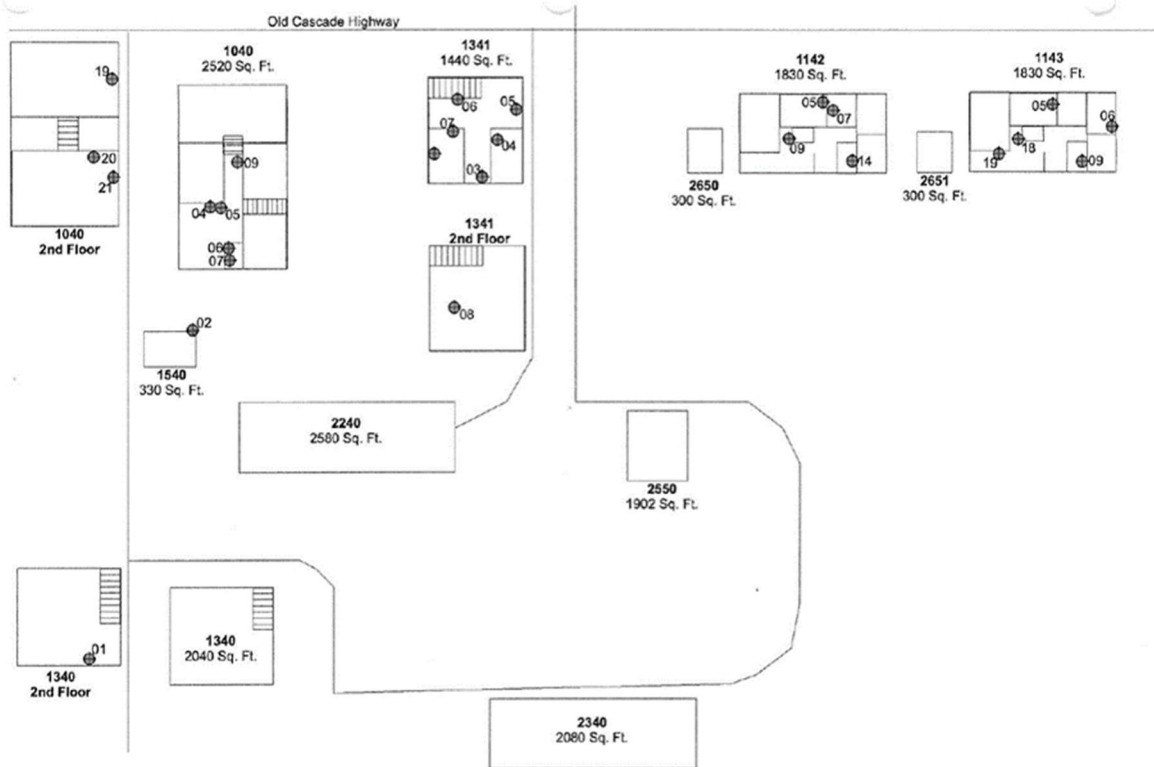
2. SUBJECT PROPERTY & EXISTING IMPROVEMENTS:

Forterra NW was commissioned by the Council for the Town of Skykomish to review the development potential of a certain 4.06-acre parcel of land generally located at NE Old Cascade HWY, Skykomish 98288 with a parcel identification number: 506130-0200 (the “**Property**”). While the Consulting Agreement originally contemplated certain site design and development analysis, it was determined that certain fundamental issues regarding the Property exist that need to be addressed prior to conducting further development feasibility, product selection and site design. These fundamental site issues are further discussed herein.

Substantial environmental remediation work has been completed on the Property. For the purpose of this report, it is assumed that the completed remediation has successfully prepared the Property for residential or other development. The Property currently contains certain improvements as follows: (A) five (5) (current or potential future use) residential structures [Buildings 1-5]; (B) One (1) post office building [Building 11]; (C) One (1) public works warehouse [Building 6]; (D) Two (2) mobile home pads [Building 12 & 13]; and (E) various storage and other out-buildings [Buildings 7-10]. While not all the residential structures are currently being used as such, they were residences in the past and have the capacity to be converted back to such uses if the Council finds that desirable.



For historical reference, the following map is provided to show the improvements in existence at the time the Town of Skykomish acquired the Property. The map below and the property improvements are described in the December 2008 Appraisal Review Report:



The residential structures and pads on the Property can be divided into those that have a material historical context in relationship to the history of the Town of Skykomish and its railroad heritage, as well as those that are generally younger in age and not historically significant. The buildings are categorized into Group A – historically significant and Group B - non-historically significant below. The scheme of development chosen by the Town of Skykomish will need to differentiate between each group with historic preservation goals being more paramount for the buildings in Group A compared to the buildings in Group B. The Group B buildings are the best candidates for substantial remodel/redevelopment, including projects that may require complete demolition and redevelopment.

3. GROUP A – HISTORICALLY SIGNIFICANT RESIDENTIAL BUILDINGS:

Building 4 – (aka Bunkhouse 1340)

2,040 sqft

Built in 1934

1.5 story building that accommodates 6 people

Kitchen, living room, bathroom downstairs, communal bedroom area upstairs

Wood siding, cedar shake roof, concrete foundation

Exterior fire escape

Special-use permit to Stevens Pass Ski Area terminated upon conveyance to town

Building 5 – (aka Bunkhouse 1341)

Bunkhouse / Original Ranger Station Office

1,440 sqft

Built in 1928

Shingle-sided, shake roof, concrete foundation

Foundation cracked and settled – structure declared unsafe at time of conveyance to Town

Forest Service had planned to demolish

Building 1 – (aka Residence 1040)

Original District Rangers Residence

2,520 sqft

Built in 1921

1.5 story work structure with unfinished basement – concrete foundation

Shingle siding with cedar shake roof

Moisture leaking due to missing roof vents – some mold and paint cracking

Except for the leaks, maintained reasonably well

4. GROUP B - NON-HISTORICALLY SIGNIFICANT RESIDENTIAL BUILDINGS:

Building 3 – (aka Residence 1143)

1,830 sqft

Built in 1959

Single-story ranch houses of identical design

3-bedrooms, 1 bath, connected garage

T-111 siding, metal roofs, concrete foundations

Building 2 – (aka Residence 1142)

1,830 sqft each

Built in 1959

Single-story ranch houses of identical design

3-bedrooms, 1 bath, connected garage

T-111 siding, metal roofs, concrete foundations.

Buildings 12 & 13 (Mobile Home Pads)

2 concrete pads for mobile or manufactured homes

All utilities appear available – electricity, telephone, city water & sewer (confirmation required & inspection as to quality)

5. COMPREHENSIVE PLAN / VISION PLAN CONSIDERATIONS:

The Town's Comprehensive Plan and Vision Plan provide a consistent theme prioritizing historic preservation and a small-town feel. There are also several components focused on fostering efficient residential growth.

The current Comprehensive Plan for the Town of Skykomish was adopted in 2015 (next update is due in 2024). The Comprehensive Plan sets growth management policies for a 20-year planning window (updated every 10 years) and is the base reference with which Skykomish Municipal Code (the "**Code**") and capital improvements should comport.

Highlights:

- A. Town land use goals emphasize preserving its history, culture, and setting/environment.
- B. Community is emphasized in the plan, from "community-wide stewardship" to "community design standards".
- C. The land use planning principles speak directly to creative and efficient residential development [LU-P11 "*The Town of Skykomish development regulations should encourage the use of creative planning concepts such as clustered development in order to maintain development densities that promote economic development activity, make efficient use of required infrastructure, reduce potential impacts on environmentally sensitive areas and provide opportunities for open space.*"].

6. ZONING:

The Official Zoning Map in **Exhibit A** was provided by the Clerk for the Town of Skykomish. The Forterra NW recommends the following action in connection with the Official Zoning Map: (i) confirm proper adoption of the Official Zoning Map; (ii) consider formally readopting the Official Zoning Map if the historical records are unclear as to its proper adoption; (iii) consider whether revisions are necessary as part of the 2024 Comprehensive Plan adoption; and (iv) make the adopted Official Zoning Map easily available to the public. A convenient method for publication is to add the Official Zoning Map to the Town's website. Updates to the Official Zoning Map will be necessary to reflect future rezonings of parcels. As more thoroughly discussed herein, the current zoning of the Property is Public (P), which does not allow residential uses and makes future rezoning(s) of the Property likely in pursuit of residential redevelopment concepts.

Permitted Uses Zoned Public (P)

The permitted uses under Public (P) zoning are set forth in Section 18.24.010 - Table of Permitted Uses, attached as **Exhibit B**. As shown in the Table of Permitted Uses, residential uses are not permitted under Public (P) zoning. The current residential uses on the Property are nonconforming uses. These nonconforming uses may predate the adoption of the Official Zoning Map and may be grandfathered exceptions. The current zoning compliance of the structures now on the Property is beyond the scope of this memo and this issue is being highlighted for further consideration by the Council.

7. REZONING:

Rezoning the portions of the property that are ultimately identified for residential use to a zoning classification that allows residential uses will be an important first step in the redevelopment goals of the Council. Demonstrating proper zoning for an intended project is often a material milestone for receiving grant or loan funds for construction.

Based on the current zoning classifications provided under the Code, Forterra NW recommends rezoning to a Moderate Density Residential (R-5000) zoning classification (see **Exhibit C**) to allow the greatest density of residential construction.

As a side note, the Council can also consider adding a Planned Unit Development (PUD) zoning classification to the Code. In its most basic form, PUD zoning allows a parcel to be developed with a variety of product types and uses under an agreed development order, which can make for a more cohesive overall development and may alleviate the need for individual parcel rezonings.

Under current Code, once the identified areas for residential development are rezoned to a classification that permits residential, it may be possible to employ the Cluster Housing Overlay (which is only applicable to zoning that permits residential) to further increase density on the parcel. Please note that the Property currently has a variety of uses present. Consequently, the rezoning effort is likely best completed in conjunction with platting the property to create individual parcels that can be clearly identified in the rezoning application and align the current or future use with the appropriate zoning classification.

8. SUBDIVISION OF THE PROPERTY:

The entire 4.06-acres making up the Property lies within a single parcel with a unique parcel identification number (Parcel ID: 506130-0200). This single parcel contains a variety of different land uses and product types (single family detached, mobile home, warehouse, multi-family residential bunkhouses, and office/commercial post office). While these disparate uses are likely grandfathered, they do not all comply with the current Public (P) zoning classification. A redevelopment plan for the Property may involve lenders, grants and other stakeholders that will want clarity that their particular project within the Property has well-defined boundaries and complies with the Code, including zoning. The Council will also want to ensure that any covenants, obligations or liens stemming from a redevelopment of a portion of the Property do not extend to any other portions of the Property. As a first step in the redevelopment concept for the Property, the overall land area should be subdivided (via platting process) to better reflect current and future uses, rezoning applications, and the future scheme of development that may be employed.

Grant and loan covenants for one project within the Property should not extend to other buildings/parcels and by creating separate parcels such covenants can be clearly limited to particular parcels and development projects, as opposed to the entire 4.06-acre parcel currently identified. Consideration should be given to creating individual parcels for all buildings and related land within the 4.06-acre Property with each having sufficient land to reasonably support the building and use (current or future) thereon. It may also be possible to reexam the land requirements for the Post Office (Building 11) and public works warehouse (Building 6) with a storage yard and realign portions of those lands to other parcels. The leasehold area for the United States Post Office

(Building 11) may already be contractual defined in the lease with the USPS and any future platting should conform to those lease obligations and be done in coordination with the USPS.

9. DENSITY ENHANCEMENT VIA CHAPTER 18.34 - CLUSTER HOUSING OVERLAY:

The intent of Chapter 18.34 – Cluster Housing Overlay (see **Exhibit D**) is to accommodate urban densities of the underlying zoning district while allowing residential development to utilize less land area. The Cluster Housing Overlay designation may be applied to all subdivisions in all residential zones and must adhere to the underlying provisions of the zoning district in which they are located. As noted previously, the current Public (P) zoning classification for the Property is not a residential zone classification and does not permit residential uses, which will require a change in the zoning to a classification allowing residential uses in order to apply the Cluster Housing Overlay.

Highlights from the Cluster Housing Overlay:

- (i) Minimum area is not less than 1 acre;
- (ii) 25% density bonus for open space;
- (iii) Minimum lot size 1500 square feet (no maximum lot coverage);
- (iv) Parking requirements may be applied to entire site, rather than to each individual lot; and
- (v) Attached and detached single-family home and townhomes are permitted.

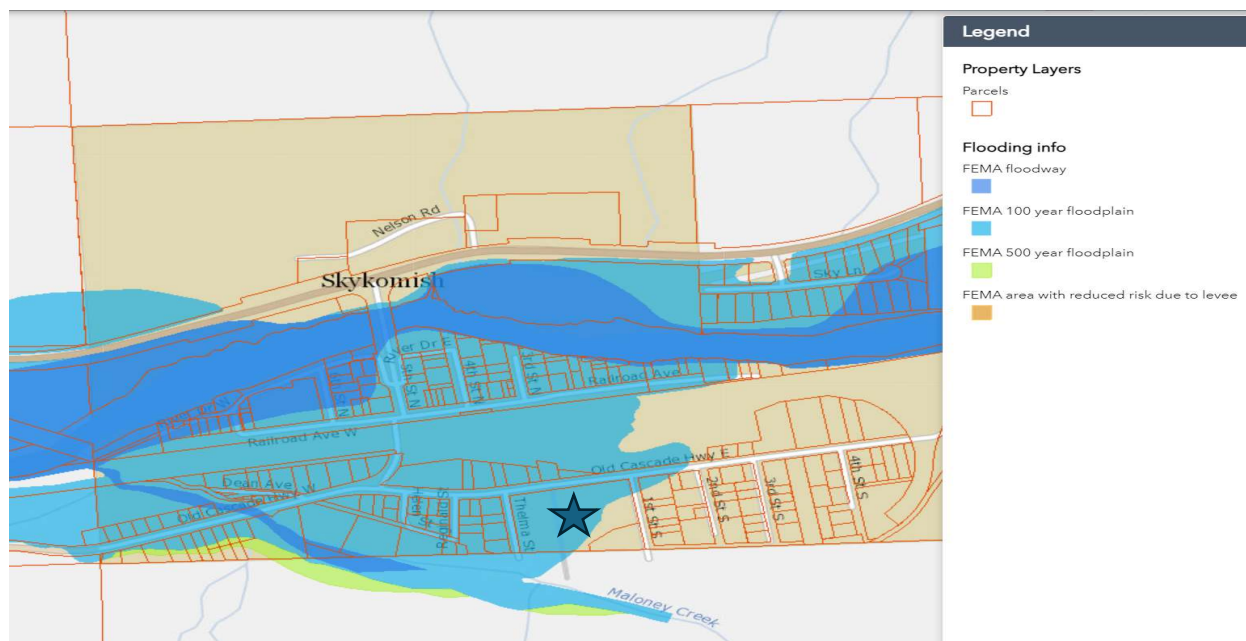
10. PERMITTED USE TABLE MODIFICATION:

Another approach the Council can consider for aligning residential uses with the current Public (P) zoning classification for the Property is to modify the permitted uses under Public (P) in the Table of Permitted Uses to match current uses on the Property and any proposed future residential uses that the Council believes may be valuable.

11. FLOOD ZONE:

A significant portion of the Property lies within the FEMA 100-year floodplain. This will impact future development in a variety of ways ranging from enhanced site and building design requirements to address potential flooding, higher construction costs connected to the enhanced site and building design requirements, and flood insurance (both the ability to procure such insurance and the cost of same). The exact elevation of the Property needs to be determined by a surveyor and a flood elevation certificate obtained. The design of the structures can then be adapted to address the risk of flooding. It may also be possible to raise the area of development with structural fill to bring the structures above the level of expected flooding.

FEMA Floodplain Map:



12. TOWN SEWER SYSTEM CAPACITY:

The Town has a sewer system that takes effluent from septic systems located on individual parcels and treats it at a central plant. This eliminates the release of septic effluent to a leach field that is commonly employed with individual septic systems. It is believed that at least 20 residential taps are available within the current sewer system's capacity to facilitate residential development on the Property. The exact number of available taps within the sewer system will need to be confirmed as site planning matures and the building density will need to conform to the available capacity within the sewer system. This is a significant site constraint for determining the future number of residential units to be built on the Property. If capacity within the sewer system is so limited as to restrict the reasonable development of the Property, the Council may have to consider making improvements to the sewer system to increase the available capacity. As this increased sewer treatment capacity may come at substantial cost, the Council may want to consider holding back enough capacity to allow for a variety of potential schemes of development on the Property.

13. POLITICAL & FUNDING ENVIRONMENT FOR WORKFORCE AFFORDABLE HOUSING:

Workforce affordable housing is generally considered to be 80-120% of adjusted median income (AMI). This sector of affordable housing is not currently well supported through grants and subsidies similar to those found for low income (often 30% of AMI), senior and agricultural worker affordable housing projects. As a result, workforce affordable housing is often referred to as the "missing middle" and can be particularly difficult in the current political environment to fund. However, there are initiatives within the Washington State government to attempt to address this affordable housing gap. In particular, Rep. Frank Chopp has been a key proponent for workforce affordable housing in

rural areas. Forterra NW has been involved with providing key legislators with information on how to address workforce affordable housing, especially within rural areas. Over the next 12-18 months it is possible that some of these government initiatives will develop into actionable programs that help support workforce affordable housing projects. This may have a significant impact on the cost of constructing affordable housing, as well as directives on the type of affordable housing that may receive funding (rental vs for sale affordable housing / apartment vs townhouse vs single family detached).

14. POTENTIAL AFFORDABLE HOUSING DEVELOPERS:

Not for Profit Developers:

Two prominent Washington State operators in the rural affordable housing space are Catholic Charities Housing Services (CCHS) and Habitat for Humanity of Washington (HFHWA). Both entities have a deep knowledge of affordable housing programs, funding sources, preferred product types, as well as experience with the challenges associated with such developments. As the capital and staff requirements for housing projects are substantial, it is often the case that potential projects must be put in a queue and developed as funding and staffing becomes available. Forterra NW has relationships with both entities and can help facilitate development discussions for the Property.

Private Developer Partnership:

Tieton Cabin Company [<https://www.tietoncabinco.com/>] is located in Tieton, WA and designs and builds prefabricated cabin structures. The product line up can be generally thought of as a small home concept or used as an accessory dwelling unit to a larger home. The design and size facilitate efficient shipping and installation on the site. However, there may be an opportunity for alternative housing products/designs to be developed in partnership with the Town of Skykomish at a more attractive price point. Such partnership may include the creation of a small home village within Skykomish that provides a platform for Tieton Cabin Company to showcase its product and work with the Town of Skykomish to provide affordable housing. In Forterra NW's discussions with the leadership of Tieton Cabin Company, there was an openness to consider a variety of development concepts and product modifications to accommodate the needs and goals of the Town. The Cluster Housing Overlay can be utilized to design a high-density development of smaller homes. It may also be desirable to use a condominium regime to create small land condominium units for the small homes and common elements shared by all in a development scheme that facilitates a highly dense development of smaller homes with shared common spaces and amenities. A condominium regime may be appropriate if the Town Council wished to sell off individual units and have the unit owners pay assessments to fund the maintenance of the common elements.

Remodel Existing Structures:

A strategy to remodel existing structures in order to preserve them, provide better quality housing quickly, and possibly provide more housing opportunities (such as multifamily use in the bunkhouses) may also be employed. While renovation of existing structures can be cost effective, it is best to evaluate the specific condition and renovation costs for each particular building. Additionally, a cost-effective renovation may be able to deliver housing faster and at a more affordable rate than new construction. There are situations where the demolition of existing

affordable housing in favor of new construction only serves to remove lower cost housing opportunities from the area, which are not necessarily replaced by the new construction due to the higher rental rates associated with new construction.

Several of the potential residential structures are historically significant and demolition would be inappropriate. Consequently, a remodeling strategy will likely be necessary for the buildings of historically significant buildings on the Property. The non-historically significant residential structures could also be remodeled but their continued existence will reduce the land area for new construction.

15. POTENTIAL FUNDING SOURCES:

Private Loans, Pre-Leasing & Private Partnerships:

The Council may elect to use the Town's creditworthiness to secure a construction loan for residential development. The specific land for the project defined through the platting process can be mortgaged to secure the loan.

In order to minimize risk and to generate local involvement, the Council could prelease dwelling units or buildings to local companies seeking to secure housing for their own workforces. Prelease commitments demonstrate the likelihood of future rental streams and lower the risk for the project. More favorable loan terms, such as a lower interest rate or collateral requirements may be achieved with preleasing.

The Council may also examine partnering with local employers to achieve jointly held affordable housing goals. A partnership dynamic may include a scenario where the Town contributes the land (via long term land lease at low rate to reduce the cost of the land basis for the development) and the private partner(s) contribute capital to build the workforce housing for their employees. The private partners would own the building and the Town retains ownership of the land. The Town would receive minimal land lease rental payments but (barring any tax agreements to the contrary) the tax base would be increased by the value of the new construction and provide revenue for the Town to compensate for Town provided services.

Sources of funds for further consideration by the Town Council are provided below. Depending on the type of development ultimately pursued, some of these funding sources may be applicable. Forterra NW has a grant writing department that has successfully pursued many types of public funding opportunities. We may be able to assist you in finding a funding opportunity.

Department of Archaeology & Historic Preservation (DAHP):

GRANTS AND FUNDING FOR FINANCING HISTORIC PRESERVATION PROJECTS:

[Grants and Funding | Washington State Department of Archaeology & Historic Preservation \(DAHP\)](#)

HERITAGE CAPITAL PROJECTS FUND:

[Grants | Washington State Department of Archaeology & Historic Preservation \(DAHP\)](#)
[Heritage Capital Projects - Washington State Historical Society \(washingtonhistory.org\)](#)

Washington State Department of Commerce:

COMMUNITY DEVELOPMENT BLOCK GRANTS (CDBG):

[Community Development Block Grants \(CDBG\) - Home Page \(wa.gov\)](#)

CONNECTING HOUSING TO INFRASTRUCTURE PROGRAM (CHIP):

[Connecting Housing to Infrastructure Program \(CHIP\) - Washington State Department of Commerce](#)

HOUSING TRUST FUND (HTF):

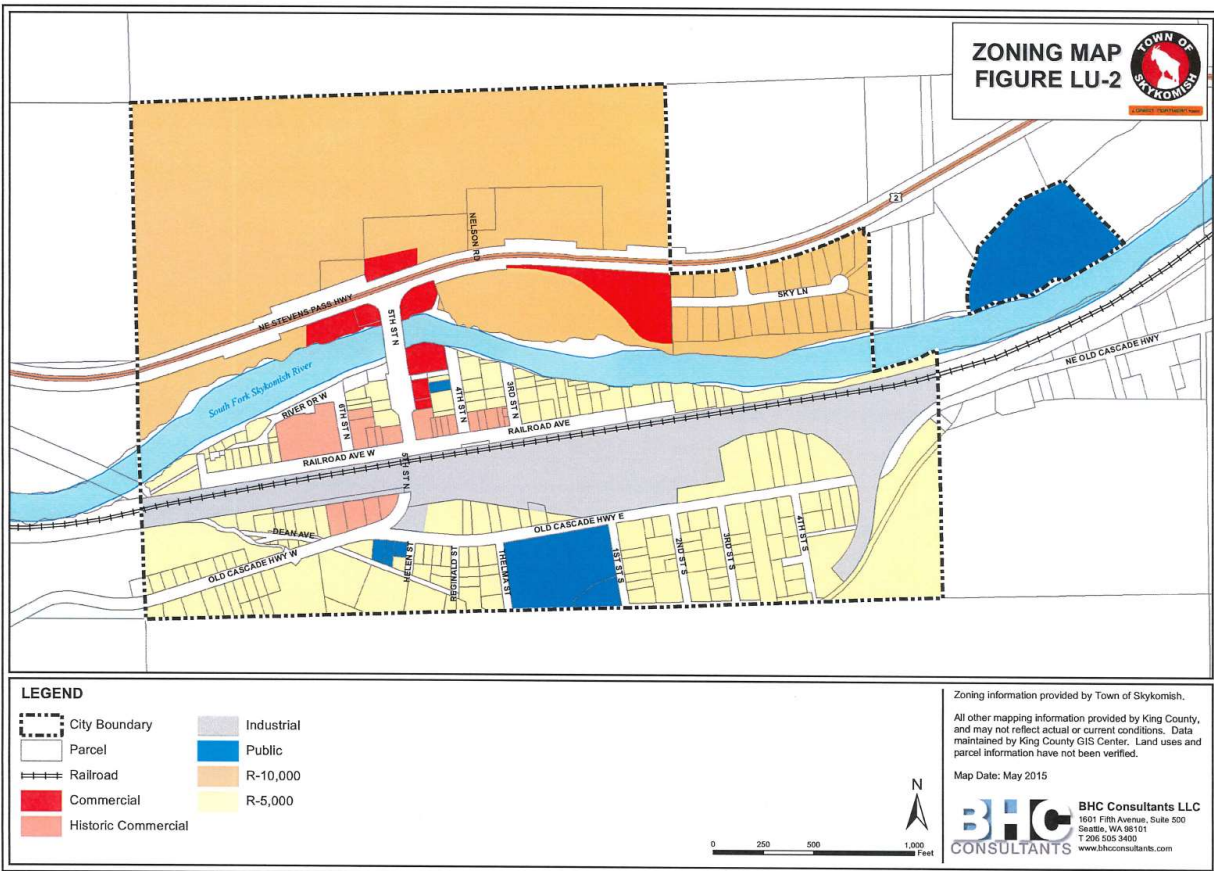
[Housing Trust Fund \(HTF\) \(wa.gov\)](#)

16.POTENTIAL FUTURE PROJECTS FOR CONSIDERATION:

The Town has a significant asset in the baseball field and RV parking currently available. There are a number of improvements which may increase the occupancy rate and rental rate for the RV parking spaces. Currently, the existing improvements are not four-season capable and only open in the warmer months of the year. By upgrading bathroom, shower and cooking facilities for year-round use, the Town would be better positioned to provide accommodation for visitors pursuing winter activities in the area, including skiing at Stevens Pass. Local businesses could provide goods and services to the RV visitors. Upgrades to power infrastructure and the Town's sewer system may also be required, which would have to be examined in a feasibility study.

EXHIBIT A

Official Zoning Map & Zoning Districts



18.15.020 Zoning districts – Designated.

In order to classify, segregate and regulate the uses of land, buildings, and structures, the town is divided into the following zoning districts:

Abbreviation	District	Minimum Size Lot
R-10,000	Low Density Residential	10,000 square feet
R-5,000	Moderate Density Residential	5,000 square feet
C	Commercial	5,000 square feet
I	Industrial	20,000 square feet
H	Historic Commercial	5,000 square feet
P	Public	

(Ord. 433, 2012; Ord. 235 § 3.2, 1995)

EXHIBIT B

Chapter 18.24 ZONING TABLES

Sections:

[18.24.010](#) Table of permitted uses.

[18.24.020](#) Table of property development standards.

18.24.010 Table of permitted uses.

Land uses shall be permitted in accordance with the following table of permitted uses; provided, that:

- (1) Only those uses identified with a P (permitted) or C (conditional use permit required) may be approved. Those uses identified with an X are not permitted.
- (2) Any other unnamed use may be permitted if it is determined by the administrator to be of the same general character as the principally permitted uses and in accordance with the stated purpose of the district.
- (3) Any use not allowed by the code in a given zone is therein prohibited.

P: Permitted Uses C: Conditional Uses X: Prohibited Uses	Low Density Residential (R-10,000)	Moderate Density Residential (R-5,000)	Commercial (C)	Historic Commercial (H)	Industrial (I)	Public (P)
Residential						
Adult family home	C	C	C	C	X	X
Multifamily dwellings	C	C	P	P	X	X
Single-family detached dwelling (1)	P	P	C	C	X	X
Duplex dwelling (1)	P	P	C	C	X	X
Mobile home	C	C	X	X	X	X
Mobile home park	C	C	C	X	X	X
RV park	C	C	C	X	X	X
Short-term rentals	P	P	C	C	X	X
Public						
Assembly halls	C	C	C	C	X	P
Churches and religious institutions	C	C	C	C	X	X
Community center	C	C	C	C	X	P
Educational institutions	C	C	C	C	X	P
Family day care center	C	C	C	C	X	X
Museum	X	X	P	P	X	P
Parking facility (2)	X	X	C	C	C	C
Parks and trails (3)	C	C	C	C	C	P

P: Permitted Uses C: Conditional Uses X: Prohibited Uses	Low Density Residential (R-10,000)	Moderate Density Residential (R-5,000)	Commercial (C)	Historic Commercial (H)	Industrial (I)	Public (P)
Public buildings and uses	C	C	C	C	C	P
Public restrooms	X	X	C	C	X	P
Utility stations and buildings	C	C	C	X	C	C
Visitor center	X	X	C	C	C	P
Commercial and Industrial						
Adult entertainment businesses (4)	X	X	X	X	X	X
Automobile service stations	X	X	C	X	X	X
Bed and breakfast inns	C	C	C	C	X	X
Drive-in establishments	X	X	C	X	X	X
Hotel and motels	X	X	P	P	X	X
Manufacturing (5)	X	X	C	X	P	X
Mixed use development	X	X	P	P	X	X
Office and commercial establishments	X	X	P	P	X	X
Railroad	X	X	X	X	P	X
Restaurants	X	X	P	P	X	X
Taverns and bars	X	X	C	C	X	X

- (1) These include "stick built" or "site built" and manufactured homes on a permanent foundation.
- (2) Does not include parking that is accessory to the use, such as parking for apartment buildings or parking in a cluster overlay zone.
- (3) Trails are permitted in dedicated open space tracts.
- (4) Includes sale or rental of "adult" books and videos, pornographic films and topless and strip dancing.
- (5) Manufacturing, processing, assembling, packaging, and treatment or fabrication of products meeting the performance standards of this chapter.

(Ord. 433, 2012)

18.24.020 Table of property development standards.

Property development standards shall be in accordance with the following table:

	Low Density Residential (R-10,000)	Moderate Density Residential (R-5,000)	Commercial (C)	Historic Commercial (H)	Industrial (I)	Public (P)
Minimum lot area (square feet)	10,000	5,000	5,000	5,000	20,000	None
Maximum residential density	4	8	24	24	N/A	N/A
Minimum lot width (feet)	60	50	50	50	100	None
Minimum street frontage (feet)	30	30	50	50	50	None
Minimum lot depth (feet)	None	None	50	50	150	None
Maximum lot coverage	50%	50%	70%	75%	50%	None
Minimum setbacks						
Front (feet)	15	15	0	See 18.45.030	25	20
Rear (feet)	15	15	0		25	25
Side (feet)	8	8	0		20	5
Side facing street (feet)	15	15	0		25	10
Maximum building height (feet)	35	35	50		50	35
Required off-street parking (1)	2	1	(2)	None	(3)	(4)
Cluster Housing Overlay						
Minimum lot area (square feet)	1,500	1,500	Note: No maximum lot coverage			
Maximum development density	4	8				
Minimum setbacks						
Front yard (feet)	10	10				
Rear yard (feet)	10	10				
Side yard (feet)	5	5				
Side yard facing street (feet)	10	10				
Maximum building height (feet)	35	35				
Required off-street parking (1)	1	1				
Minimum street frontage (feet)	Building width plus setbacks					

EXHIBIT C

Chapter 18.32 R-5,000 MODERATE DENSITY RESIDENTIAL DISTRICT

Sections:

- [18.32.010](#) Purpose.
- [18.32.020](#) Accessory uses.
- [18.32.030](#) Performance standards.

18.32.010 Purpose.

This zone includes areas that are served by municipal sewer and water lines. This zoning district is intended to accommodate moderate density residential development, active and passive recreational facilities. (Ord. 433, 2012)

18.32.020 Accessory uses.

Accessory uses permitted in the R-5,000 district are uses and structures customarily appurtenant to the principal use, such as:

- (1) Home occupations which are clearly incidental and secondary to the dwelling for dwelling purposes, and shall be conducted by family members and no more than one nonfamily employee.
- (2) Private garages.
- (3) Gardening and fruit raising.
- (4) Renting of rooms for lodging purposes to accommodate not more than two persons in addition to the immediate family.
- (5) Recreational facilities intended for the use of residents, including swimming pools, saunas, tennis courts and exercise rooms.
- (6) Keeping of not more than five family pets, such as dogs, cats or other domestic or tamed animals which are not vicious by nature. Reference SMC [6.05.030](#).
- (7) Keeping of horses, cattle, chickens, rabbits, sheep or other similar animals, not including swine, provided shelters are provided for the animals at least 50 feet from any property line adjoining a street or other lot. A lot area, in addition to the minimum required for a dwelling, shall be provided equivalent to one acre for each animal over 300 pounds in weight. This regulation shall not be construed to permit the keeping of animals in any place or manner which will endanger the public health or safety. (Ord. 433, 2012)

18.32.030 Performance standards.

The following special performance standards shall apply to properties located in the R-5,000 district:

- (1) Exterior Mechanical Devices. Air conditioners, heating, cooling, ventilating equipment, swimming pool pumps and heaters and all other mechanical devices shall be screened from surrounding properties and streets and shall be so operated that they do not disturb the peace, quiet and comfort of the neighboring residents. Apparatus needed for the operation of solar energy systems need not be screened pursuant to this section.
- (2) Required Landscaping. Required front and street side yards shall be landscaped except for necessary walks, drives and fences. All required landscaping shall be permanently maintained in a neat and orderly condition.

(3) Outdoor Storage of Vehicles. Required front and side yards shall not be used for the storage of any motor vehicle or vehicle accessory such as camper shells, trailers, motorbikes or other wheeled accessory or conveyance. Storage of such vehicle and vehicle accessories is permitted within the legal building site area and rear and interior side yards; provided, that such vehicles and accessories are screened from neighboring properties and public rights-of-way by a six-foot-high solid fence or landscaped screen. For purposes of this section, "storage" means the keeping of such vehicles and accessories on any portion or any parcel of property for a period of five consecutive days.

(4) Detached Accessory Building. Detached one-story buildings may be constructed anywhere behind the front building line, except within the required corner or interior side yard.

(5) Setbacks from alleys: eight feet.

(6) Yard Projections. Every required front, rear and side yard shall be open and unobstructed from the ground to the sky unless otherwise provided:

(a) Fences and walls as specified and limited under this section may project into the front, rear and side yards.

(b) Cornices, sills, eave projections and awnings without enclosing walls or screening may project into a required yard by not more than 30 inches.

(7) Swimming Pools. A protective fence, wall or enclosure of not less than five feet in height, with no opening greater than four inches wide and equipped with a self-closing gate, shall surround each swimming pool or outdoor body of water having a depth of 12 or more inches. For purposes of this section, naturally occurring bodies of water are exempt.

(8) Building Height Exceptions. Chimneys and vents not exceeding three feet in height above the highest point of the roof, church steeples and church spires not exceeding 50 feet maximum height from ground level shall be permitted.

(9) Trash Receptacles. Except on trash pick-up days, all trash receptacles shall be screened from neighboring properties up to the maximum height of the receptacle.

(10) Fences, Walls, and Hedges. Except as allowed under subsection (9) of this section, fences, walls and hedges located in the required front or street side yard shall not exceed four feet in height. Fences, walls and hedges located in the rear yard and interior side yard shall not exceed six feet in height.

(11) Site Distance Requirements. At all intersections there shall be a triangular yard area within which no tree, fence, shrub or other physical obstruction shall be permitted higher than three feet above the adjacent grade. This triangular area shall be measured as follows:

(a) Street Intersections. At the intersection of two street rights-of-way, two sides of the triangular area shall extend 20 feet along both shoulder or curblines of the improved portion of the rights-of-way, measured from their point of intersection. For purposes of this subsection, an alley shall be considered a street.

(b) Street and Driveway Intersections. At any intersection of a street right-of-way and a driveway, two sides of the triangular area shall extend 20 feet along the edge of the driveway and 10 feet along the shoulder or curbline of the improved portion of the street. Such triangular area shall be applied to both sides of the driveway.

(12) Antennas. Disc antennas exceeding 36 inches in diameter shall not be permitted on the roof, except where there is no other location on the lot which provides access to receiving or transmitting signals. In no case shall any part of any antenna be located more than 10 feet above the roof surface. Antennas mounted on the roof shall be located in the least visible location as viewed from adjacent rights-of-way, and residential structures in residential zones. The antenna, including guy wires, supporting structures and accessory equipment, shall be located and designed so as to minimize the visual impact on surrounding properties and public streets. Antennas shall be screened through the addition of architectural features and/or landscaping that harmonize with the elements and characteristics of the property. The materials used in constructing the antenna shall not be unnecessarily bright, shiny, garish, or reflective. Whenever possible, disc antennas shall be constructed out of mesh material and painted a color that will blend with the background. Antennas not in use shall be removed.

(13) Outdoor Lighting. Outdoor lighting and aerial-mounted floodlights shall be shielded so the direct illumination shall be confined to the property boundaries of the lighting source. Ground-mounted floodlighting or light projection above the horizontal plane is prohibited between midnight and sunrise, except to illuminate governmental flags. (Ord. 433, 2012)

EXHIBIT D

Chapter 18.34 CLUSTER HOUSING OVERLAY

Sections:

- [18.34.010](#) Purpose.
- [18.34.020](#) Applicability.
- [18.34.030](#) Designated areas.
- [18.34.040](#) Property development standards.
- [18.34.050](#) Open space designation and preservation.

18.34.010 Purpose.

The intent of the cluster housing overlay is to accommodate urban densities of the underlying zoning district while allowing residential development to utilize less land area. These provisions aim to allow greater flexibility in the design of subdivisions to ensure development is in harmony with the natural characteristics on site and to preserve features such as critical areas, open space, recreation areas, or scenic vistas. (Ord. 433, 2012)

18.34.020 Applicability.

A cluster housing overlay may be applied to all subdivisions in all residential zones as permitted in this title. (Ord. 433, 2012)

18.34.030 Designated areas.

Unless specifically addressed in this section, cluster housing developments shall adhere to the underlying provisions of the zoning district in which they are located. (Ord. 433, 2012)

18.34.040 Property development standards.

- (1) Minimum area required for a cluster housing overlay is not less than one acre.
- (2) Density. A density bonus of 25 percent for open space shall apply in the cluster housing overlay, five dwelling units per acre instead of four in the R-10,000 zone and 10 dwelling units per acre instead of eight in the R-5,000 zone.
- (3) Minimum Lot Size. Lot size may be reduced to 1,500 square feet, provided all lots are buildable. No maximum lot coverage.
- (4) Community centers provided for the enjoyment of the residents and management of the development are permitted.
- (5) Parking. The standard parking requirements may be modified as follows:
 - (a) Parking may be applied to the entire site rather than to each individual lot;
 - (b) Parking areas shall be placed in easily accessible locations;
 - (c) Designated parking spaces should be clearly marked.
- (6) Housing Type. Attached and detached single-family homes and townhomes are allowed as residential structures. (Ord. 433, 2012)

18.34.050 Open space designation and preservation.

- (1) Each cluster housing development shall provide not less than 20 percent of the gross site area for common open space which shall be primarily concentrated in large areas. When these areas are designated as critical areas they should be designed to provide connectivity for habitat functions.
- (2) Open space areas shall be located on separate tract(s), and shall be developed for passive or active recreational uses or set aside to preserve critical areas as defined in the critical areas regulations in Chapter [16.15](#) SMC.
- (3) Parking areas, rights-of-way, driveways, and yards within individual lots shall not be included in common open space.
- (4) Facilities and other improvements that enhance recreational use(s) may be located in an open space area. Such facilities can include, but are not limited to, trails, fields, picnic areas, playgrounds, and athletic courts.
- (5) Open space areas shall be restricted in perpetuity from further subdivision and/or land development. This restriction shall be noted on the face of the plat.
- (6) Open Space Plan. For all designated open space areas the proposal shall include an open space plan. This plan is to ensure the open space is maintained and preserved in perpetuity. Open space requirements established in the critical areas regulations (Chapter [16.15](#) SMC) shall be met for all designated critical areas. All open space areas excluding critical areas shall comply with the following:
 - (a) Identify all proposed improvements such as public facilities, proposed vegetation, and existing vegetation to remain; and
 - (b) The plan shall outline maintenance responsibilities in a format acceptable to the administrator; and
 - (c) The plan shall include a notice to title approved by the city and recorded with the county assessor. This notice shall include provisions for the designation and retention of open space, and provisions for permanent maintenance of the open space and/or commonly owned facilities.
 - (d) Open space plans may change over time to allow new amenities and uses as needs change. Changes to open space plans shall be a Type 1 permit, provided changes include only allowed uses, (Ord, 433, 2012)

Housing Appendix

Key Facts

- 154 Housing Units
- 1.76 average persons per household
- 37.7% of household units are occupied

Inventory and Analysis

The Housing Appendix inventory is produced from multiple data products, including demographic data from the 2020 Decennial Census, King County Growth Targets, and housing and economic data from the 2022 American Community Survey (ACS), 5-year estimates. Census data represents the entire population, while ACS data represents a sample of the population and is subject to variability. The ACS 5-year estimates represent 60-months of data collection, between 2018 and 2022, and the dataset is best used when analyzing small populations.

Housing Stock

According to the 2022 American Community Survey, there are a total of 124 housing units in the Town of Skykomish. 58 of these units are occupied year-round and 66 are listed as vacant or not occupied year-round. Of the 58 fully occupied housing units, 54 units (93 percent) are single family units, 3 units (5 percent) are multi-family, and 1 unit is a mobile home.

Table HNA-1
Skykomish Housing Units 2022

	Units	Percent of Total
Single Family	54	93%
Mobile Home	1	2%
Multi-family	3	5%
TOTAL	58	100%

Source: 2022 American Community Survey.

Since 2010, the Town has had a decrease of 14 housing units. Since 2000, 4 new housing units have been built in Skykomish. Since 1980, the Town has seen 9 new housing units constructed.

According to the 2022 American Community Survey, 41 percent of all housing in the Skykomish area was built before 1939, while 15-percent of the housing stock was built since 1980. The same figures for King County are 11 percent and 54 percent, respectively. These figures indicate that compared to King County, a majority of the housing in Skykomish is relatively old and there has been limited development since 1960.

An important factor when looking at the housing stock in Skykomish is a recent cleanup effort in the town. In 2007, many buildings, including residential units, were temporarily moved in an effort to clean up oil that had contaminated the ground from the railway that went through the town. This would have had an impact on the production of housing and housing stock in Skykomish.

The condition of houses found in Skykomish is generally high. Every occupied housing unit has complete plumbing, kitchen facilities, and telephone service. All of the occupied housing units are heated, with a variety of methods being used.

Permit Activity Compared to Housing Targets

The 2023 King County Comprehensive Plan set household “growth targets” for the 2019 to 2044 planning period. Each target represents the amount of growth to be accommodated by a jurisdiction during the 20-year Growth Management planning period. Residential targets are expressed as a range of households for each jurisdiction. Skykomish’s 2044 growth target is 10 households. The 2022 American Community Survey shows that four housing units have been developed since 2000. Over the next 20 years, housing production will need to increase to one new housing unit every 2 years to meet projected demand.

Household Types

A total of 25 households in Skykomish are comprised of families, or 43.1 percent. This percentage is slightly lower than that observed County-wide, where family households make up about 56 percent of the total households, as seen in Table HNA-2.

**Table HNA-2
Household Types 2020**

	Skykomish	King County
Married with children	13.8 %	25.8%
Married no children	29.3	30.6
Living alone	50.0	32.0
Other non-family household	6.9	11.6
TOTAL	100%	100%

Source: 2020 Census.

Additionally, the 2022 ACS reported that 60 percent of the Town's total households include individuals who are 65 years old and over. Comparatively, 24 percent of King County's total households include individuals who are 65 years old and over.

Housing Costs

▪ Rental Costs

In 2022, there was not sufficient data to compute the median according to the American Community Survey. However, 66 percent of surveyed occupied rental units were paying between \$800 and \$899 in rent. The rest paid between \$900 and \$999 in rent. Comparatively, King County's median rent in 2013 was \$1,131 and has risen to \$2,070 by 2022.

▪ Single Family Home Prices

In 2022, the median value of a single family house in Skykomish was \$500,000, over double the median house value of \$236,400 in 2013. In King County, the median value of a single family house in 2013 was \$377,300, which rose to \$821,200 in 2022. The accuracy of the Skykomish values may be limited by the small number of sales that occur each year, and the American Community Survey sample size. Regardless, it is clear that housing costs are much less than in other areas of King County. It is also clear that the price of housing in both the county and Skykomish are rising significantly.

▪ Housing Affordability

The Growth Management Act and King County's Countywide Planning Policies mandate that cities develop specific policies for affordable housing. Affordability concerns all households, regardless of income. It pertains to the balance between a household's financial means and its desire for acceptable housing and amenities.

Affordable housing reflects rent or housing costs as no more than 30-percent of a person's monthly income. If a household pays more than 30 percent of their monthly income on housing then they may have to forgo other basic needs, such as food, childcare, or healthcare.

▪ **Household Income**

The King County Countywide Planning Policies classify housing affordability according to five income groups that are defined as percentages of the median income. The 2022 American Community Survey reported a median household income in King County was estimated at \$116,255.

- Extremely Low Income: 0-30% of countywide median household income (\$34,876 or less)
- Very Low Income: 30-50% of the countywide median household income (\$34,877 to \$58,127)
- Low Income: 50-80% of countywide median household income (\$58,128 to \$93,004)
- Moderate Income: 80-95% of countywide median household income (\$93,005 to \$110,442)
- High Income: 95% or more of countywide median household income (\$110,443 or more)

King County's median income for all households reported in the 2013 census, regardless of the number of persons per household, was \$71,811. As reported by the 2022 American Community Survey, the median household income had risen to \$116,255. Comparatively, the median income reported in the 2013 Census for the Skykomish area was \$33,750 and has increased to \$51,875 by 2022, as seen in Table HNA-3.

Table HNA-3
Median Household Incomes, 2013

	2013	2022
Skykomish	\$33,750	\$51,875
King County	\$71,811	\$106,326

Source: 2009-2013 5-Year American Community Survey; 2022 American Community Survey.

To afford a median priced single-family home in Skykomish of \$500,000, a household would need an annual income of \$109,204 (based on 15 percent down payment and six percent interest rate of a mortgage). This indicates that housing in Skykomish is generally not affordable to typical households. Encouragement of and production of more affordable housing in Skykomish is needed to accommodate residents at lower income levels.

The high affordability gap is an indicator of the lack of affordable housing in Skykomish, and throughout King County. The King County affordability gap factor is an indicator of growth pressure. If housing in other parts of King County and Snohomish County continues to be largely unaffordable, more people will be forced to find affordable housing in outlying areas causing growth to push outward. The estimates for Skykomish may not be an accurate reflection of affordability due to availability of data.

**Table HNA-4
Housing Affordability, 2024**

	King County	Skykomish
Affordable Price	\$342,280	\$145,706
Median Housing Price	\$878,200	\$287,500
Affordability Gap	\$535,920	\$141,794

* Assumes 25% of income is spent on principal and interest, 10% down payment, and 7% annual interest rate.

Source: 2022 5-Year American Community Survey.

Future Needs and Alternatives

The challenge for the Town is to provide adequate housing options for all new and existing households without knowing whether the town's population will decline, reducing the need for housing, or whether regional growth pressure will move eastward, resulting in rapid residential development. If the population declines, the challenge will be to maintain the quality of the neighborhoods even as some houses go vacant. If growth pressures result in rapid development, the challenge will be controlling development so that housing options are provided that meet the needs of the community and that "fit" into the existing neighborhoods.

Specific approaches must be developed and used to address these challenges. Approaches that rely upon the private housing market will be used in combination with regulations and incentives to address the needs of the community and all needs and income levels.

▪ Populations with Special Needs

The segments of the population having special housing needs due to age, health

conditions, or disabilities are expected to increase over time. In addition, the specific type of housing needed cannot be predicted with accuracy. It is important that the Town considers and accommodates the various housing needs of current and future residents.

- **Supportive Housing Programs for the Elderly**

Aging in place is a very appealing prospect for many people as they grow older. According to a 2021 AARP survey, over three quarters of people over 50 expressed a desire to age in place and continue living in their communities. Aging in place is the ability for people to continue living safely in their own homes and communities as they grow older, and their ability levels potentially decrease. As the AARP survey shows, many people find it desirable to stay in their homes and communities and continue living where they are comfortable as they age.

Therefore, it is believed that future housing programs for the elderly should concentrate on innovative methods for assisting this segment of the population by supporting them in an independent living environment. As demand for elderly-oriented housing increases, the community should consider implementation measures to support elderly oriented group homes and shared housing programs.

- **Accessory Dwelling Units**

Accessory Dwelling Units, or ADUs, are smaller housing units located on the same lot as a larger dwelling. These smaller dwelling units allow for increased housing density in a neighborhood without subdividing parcels or changing the overall character of lower density neighborhood. They are self-contained units from the main residence and come with full amenities.

There are two different kinds of ADUs, detached and attached ADUs. Detached ADUs are separate from the main building on a lot, often put in a backyard or end of a driveway. Attached ADUs are put into excess space in the original dwelling unit on the lot, often in a basement or garage. ADUs offer an affordable housing option in existing lower density neighborhoods. They are also a good way to allow people to age in place and have family members close by.

- **Specialized Congregate Living Facilities/Group Homes**

Group living facilities are becoming more common across the country. These types of facilities can allow people to have nearby access to necessary services and are often affordable housing options for people who may have previously experienced housing insecurity. There are multiple different types of group living facilities. The State of Washington requires cities to allow for four different kinds of these facilities: permanent supportive housing, transitional housing, emergency shelters, and emergency housing. Permanent supportive housing and transitional housing cannot be prohibited in any zone that allows for residential units and emergency shelters housing cannot be prohibited in any zone that allows for hotels. It should

be noted that due to the lack of many services available in Skykomish, it is unlikely that the town would be considered for such a unit in the future. There are currently no housing units of this kind in the town.

- **Group Homes for the Developmentally and Physically Disabled**

This is a broad category that includes housing for the physically handicapped as well as for those with mental disabilities. The principal difference between this classification and elderly housing is one of scale. Group homes for people with disabilities generally house fewer residents than facilities for the elderly. They also tend to occupy existing vacant homes rather than new, purpose-built structures.

- **Halfway Houses and Special Commitment Facilities**

This is generally the most controversial type of facility and requires the most carefully considered siting criteria. The group housing facilities in this category includes approved homes for juvenile offenders, halfway houses to be used in the rehabilitation process for adult offenders in lieu of institutional sentencing, facilities providing residential care for persons leaving mental institutions, and rehabilitation centers for alcohol and drug users.

Generally, these facilities would not be appropriate in single-family residential areas, and it is questionable whether there are areas in Skykomish that would be appropriate for them. Careful attention must be given in the zoning code to provisions for yards, buffering, and security needs for these facilities.

- **Permanent Supportive Housing**

Permanent Supportive Housing provides people who have previously experienced housing insecurity with permanent housing. It provides stability for people who have experienced housing insecurity. They are multi-unit facilities that provide easy access to services and healthcare for residents. All residents have to go through a screening process and background to live at a permanent supportive housing facility. The Town is required to allow this type of facility in any zone that allows for residential dwelling units, meaning changes to the municipal code are needed. However, the Town can include different land use requirements, minimum performance requirements, and other guidelines to limit where in the town a facility can be.

- **Transitional Housing**

This housing type is similar to permanent supportive housing in many ways but differs in the fact that there is a time limit on occupancy for residents. This time range usually ranges from 18 to 24 months. People who are at risk of homelessness or have experiences of chronic homelessness are the target demographic for transitional housing. Similar to permanent supportive housing, there is a screening

process and high bar for entry. There is also easy access to services, particularly support with finding permanent housing for residents. The State of Washington also requires this housing type to be allowed in any residential zone.

- **Emergency Shelters**

Emergency shelters are temporary shelters provided for people experiencing homelessness. They are often used in severe weather and have warming centers and overnight sleeping areas. These shelters allow walk up access and there is no lease or occupancy agreement for residents.

- **Emergency Housing**

Emergency housing provides short-term housing for people experiencing or in danger of homelessness. There is a short limit of stay for these facilities, at most 60 days. Services, clothing, food, and other basic supplies are often found at emergency housing facilities. There is a low bar for entry to these facilities, but the short duration of stay prevents more permanent residence.

Although general provisions should be made for the inclusion of group homes in Skykomish in the future, specific parcels will not be designated. Specific requirements for the various types of group homes will be included in the zoning code to be in conformance with this Comprehensive Plan. These requirements will cover minimum site areas, off-street parking, yard setbacks, and buffering requirements.

- **Short-Term Rentals**

Due to Skykomish's proximity to the mountains and many recreational activities, there is a large portion of housing in the town dedicated to seasonal and recreational use. This leads to short-term rental use in the town and decreases the number of dwelling units available to permanent residents. Around 42 percent of housing units in Skykomish are for seasonal use or short-term rentals, which is a significant portion of the housing in the town.

Making more housing available to permanent residents is a priority for the town. Incentivizing homeowners to either stay in Skykomish or rent their houses out to longer-term residents can help to decrease short-term rentals. Designating certain zones that allow for short-term rental can be another strategy to control the number of short-term rental units.

Racially Disparate Impacts

In 2021, Washington State Legislature passed House Bill 1220, which added multiple new requirements to municipalities comprehensive plans. One of these requirements is for each municipality to conduct a racially disparate impacts assessment of existing past and existing goals policies, regulations, and comprehensive plan language related to housing. Racially disparate impacts occur when policies and practices negatively impact certain racial or ethnic groups in a community. These policies and practices can either be intentional or unintentional but can still negatively impact people's housing experiences or opportunities. Measures of racially disparate impacts include the racial demography of a community, cost burden by race, homeownership by income levels and race, and rental rates by race.

History of Racially Disparate Impacts in the Skykomish Area

While there is limited record of racially disparate impacts occurring in Skykomish specifically, there are plenty of documented exclusionary and discriminatory practices that occurred throughout King County. It is important that these be acknowledged.

There is a long history in Washington State and King County of discrimination, exclusions, and erasure of Indigenous people and their culture. This is some of the earliest and still ongoing examples of racial discrimination. Throughout King County, from the mid-1800s to the early 1900s, there was frequent discrimination against Chinese, Japanese, and other East Asian immigrants. During and after World War II, many Japanese-Americans saw their land taken from them when they were put in internment camps.

In the early 1900s to the present, zoning has been used to discriminate and exclude people of different racial and ethnic backgrounds. Exclusionary zoning is used to covertly exclude low-income and BIPOC communities from wealthier and whiter residential districts.

Racially restrictive covenants are deeds, plats, and homeowners' association bylaws that restrict sale of a property to someone based on their race. While no longer legal or enforceable, many of these covenants still exist. An analysis was done to ensure that none currently exists in Skykomish. This analysis showed that there are not any in Skykomish.

There are many other discriminatory and exclusionary housing practices that are either still in use today or continue to impact communities. It is important that Skykomish be aware of these practices and continue to work to undo them.

Challenges Regarding Rural Towns

Rural towns have historically had lower racial diversity than urban areas. There are several factors that explain this phenomenon. One of them is the fact that many people of color tend to be lower income and have lower paying jobs. This means that they must live closer to work and job opportunities, of which there are more of in the city. There also tends to be a lack of community amenities in rural towns.

Increasing racial and socioeconomic diversity in Skykomish would be beneficial to the Town and will be an important goal going forward. Increasing diversity in a community can result in a stronger sense of community and better overall well-being. It can also help to grow the economy of the Town.

Data Analysis

According to the 2020 Decennial Census, 85 percent of the population in Skykomish is white. This is significantly higher than the rest of King County. People who are two or more races made up nine percent of the population. The next highest racial group in the town is Asians, making up three percent of the population. American Indian and native Alaskans made up two percent of the population and Native Hawaiian or other Pacific Islanders made up one percent of the population. According to the 2022 American Community Survey, around 90 percent of households are white. The remaining ten percent are two or more races. Overall, there is a lack of racial diversity in Skykomish. This is to be expected in a small, rural setting, with a lack of access to services, job opportunities,

Due to the small population size in Skykomish, there is relatively little data on cost burden, homeownership, and owner and rental rates by race. In a town as small as Skykomish, conducting a racially disparate impacts assessment based on data can be challenging. Low sample sizes and a general lack of information can make any assessment inconclusive. Due to the lack of quantitative data, it is important for the town to get qualitative data on people's housing experiences. This can be done by conducting interviews, surveys, and public events in order to hear housing stories and experiences.

Analysis of Goals and Policies

The existing housing goals, policies, and regulations of the town were analyzed to find apparent discriminatory or exclusive language. A policy within the Housing Element was modified to remove the use of the words "character" and "vitality" when describing desired neighborhood characteristics. It is important that objective criteria is used within goals, policies, and regulations. Subjective criteria can lead to situations where certain people are shown favor over others. The Town will continue to assess and modify as needed goals, policies, and regulations to ensure that no racially disparate impacts are occurring.

Community Engagement

On April 16th, 2024, a Racially Disparate Impacts community engagement event was held in Index. The Towns of Index and Skykomish hosted a joint potluck workshop where residents of the two communities were invited to give input and share their thoughts and experiences with housing matters in Skykomish and Index based on real or perceived racial disparity impacts. Members of both communities, planning commission members, city council members, the Town's mayors, and outside agencies all came to the event to engage.

The general consensus from all attendees at the meeting was that there was a strong desire to ensure that both towns were welcoming and inclusive spaces. Many attendees expressed concerns over the perception of the respective towns to communities of color and over the lack of affordable housing stock. There was much discussion surrounding how to make the two towns welcoming to all, including communities of color.

While no concrete decisions were made at the event, it was productive to get people in the communities to think about how their positive actions can create a more welcoming place. One way to ensure that people felt comfortable in the towns was to increase affordable housing stock. The current lack of affordable housing might dissuade people from a large variety of income bands from moving to Index or Skykomish. Attendees cited increasing the affordable housing count as a priority.

There were also concerns expressed over tribal coordination and proper acknowledgement of indigenous presence on the land. Some attendees felt that the existing state of tribal acknowledgement was insufficient for the importance that local tribes have on the land. There was discussion of increasing awareness in recreational spaces and working with historic societies to increase tribal representation.

The community event was a success. The event helped folks in the communities think about inclusivity in housing and their towns as a whole. While more work is still needed and inclusivity is an ongoing process, beginning the discussion was an important first step as there is a strong desire from residents in both towns to create a more diverse and welcoming community.

Overall, there are many benefits to having a diverse population in the town. Increasing socioeconomic and racial diversity can lead to a stronger community that is more connected and aware of challenges faced by residents. Creating a strong, diverse community can increase people's sense of belonging in the community and can grow the economy of small towns. Ensuring there are no barriers for people of any racial or ethnic background in Skykomish is a priority.

Displacement Risk

Washington Department of Commerce created a displacement risk map to help municipalities to better understand their displacement risk. In this mapping tool, Skykomish was identified as having a low displacement risk. General trends show that more urban areas tend to have higher displacement risks. Despite having a low displacement risk, it is important the Town be mindful of practices that may cause displacement of historically marginalized groups, such as higher housing costs and rent and property tax increases.

The Town should be mindful of how zoning changes and changes to development regulations may increase displacement risk. It is important to keep an adequate portion of the town zoned to accommodate lower income housing units. The R-5,000 (Moderate Density Residential) zone should be maintained in the future to ensure adequate supply of higher density, more affordable units (in combination with innovative development strategies to arrive at higher density by utilizing permitted tools such as Planned Unit Developments, lot clustering, and similar).

Housing Needs Assessment

Population Count and Aging Population

According to the 2020 Decennial Census, the population of Skykomish was 161 people in total. This is a decrease from the 2010 Decennial Census, which reported the population to be 198 people. This decrease could be from a number of factors but follows the trend of many similarly sized rural towns in Washington during this time period.

According to the 2022 American Community Survey, the median age in Skykomish is 62 years old. There are a high number of people that are over 60 years old in the town.

Population Forecast

King County's 2044 target for Skykomish is for there to be an additional 10 new housing units. Assuming an average household size of 2 to 2.5 people per household, this would result in a population increase of between 20 and 25 new residents. As it is the policy of the Town to realize a significant level of residential growth during the next 20-year planning period, the Town shall plan for a population increase beyond this range of 20 to 25 new residents and ensure adequate and appropriate development regulations, environmental protections, and beneficial incentives are in place to encourage such positive growth.

Household Tenure

Of the total housing units in the Town of Skykomish, the 2022 American Community Survey reported that only 47 percent were occupied. This relatively low figure is due to the reported number of housing units used for seasonal or recreational use, 52 percent, and an additional 1 percent that are vacant.

Of the 58 total occupied housing units in Skykomish, the 2022 ACS reported that 82 percent are owner-occupied, and 17 percent are renter-occupied. This percentage of owner-occupied housing units is higher than countywide figures, where owner-occupied housing units make up 56 percent of the total occupied housing stock.

The overall vacancy rate is higher in Skykomish than in King County. Overall vacancy rates are significantly higher in Skykomish due to the 52 percent of

housing units for “seasonal, recreational, or occasional use”. Comparatively, only 1 percent of King County housing units are vacant for such uses, explaining why their overall vacancy rates are lower.

Household Income and Cost Burden

According to the 2022 American Community Survey, 17.2% of households make over \$110,442 in annual income, putting them in the high income bracket. 13.8% of households were in the extremely low income bracket and around 39.9% of households were very low income. 27.2% of households are low income and 1.9% of households are considered moderate income. Table HNA-5 below shows the breakdown of income levels and households.

Table HNA-5
% of Households at Each Income Level

Income Range	Percent of Index Residents	Income Bracket
\$34,876 or less	13.8%	Extremely low
\$34,877 to \$58,127	39.9%	Very low
\$58,128 to \$93,004	27.2%	Low
\$93,005 to \$110,442	1.9%	Moderate
\$110,443 or more	17.2%	High

53.7% of residents that fall into extremely low and very low-income categories are likely to be cost burdened. This means that they pay more than is affordable for their housing and may need to forgo basic needs to afford housing. It should be noted that the income ranges for income brackets are calculated based off Annual Median Income of King County as a whole, which has many urban areas with a higher cost of living than Skykomish. Despite this, creating more affordable housing in the town should be a priority. The town can make efforts in regulations and policies to support lower income households.

Quality of Housing at Various Income Levels

The different income brackets in Skykomish can be broken down into 5 different categories based on Annual Median Income (AMI). These categories are extremely low income (0-30% AMI), very low income (30-50% AMI), low income (50-80% AMI), moderate income (80-95% AMI), and high income (95% or more AMI). The annual income ranges are broken down in Table HNA-1 above.

Based on data sourced from the 2022 American Community Survey, there seem to be a sufficient number of housing units to serve low-, moderate-, and high-income households. However, there seems to be a deficit in housing options for people in extremely low and very low-income brackets. The Town can help to alleviate this challenge by encouraging and incentivizing the production of a wider range of housing types. Table HNA-6 below shows the breakdown of owner-occupied home values in Skykomish.

**Table HNA-6
Owner-Occupied Dwelling Units Value**

Value	Number of Units
Less than \$99,999	0
\$100,000 to \$299,999	17
\$300,000 to \$499,999	10
\$500,000 to \$749,999	1
\$750,000 to \$999,999	4
\$1,000,000 or more	0

Household Size

The average household size in Skykomish is approximately 1.76 persons per household. This household size is smaller than the countywide average of 2.42 persons per household.

Household sizes have continuously decreased over the past few decades. This is a result of a number of different factors, including smaller family sizes and less couples choosing to have children. There is also a decrease in multigenerational living arrangements. Regardless of the reasons, the average household size decreases mean a greater number of housing units will be required to accommodate the population.

Residential homes with two or three bedrooms are the most common in Skykomish, making up roughly 74 percent of housing stock. Homes with one bedroom make up roughly 22 percent of the housing stock and houses with four or more bedrooms fall at roughly four percent.

Subsidized and Public Housing Units

There are currently no subsidized or public housing units in Skykomish. The nearest low-income housing options are located closer to urban centers and job opportunities. The lack of many services and job opportunities in Skykomish makes it a more challenging place subsidized and public housing to exist. This will likely continue to be the case in the future.

Land Available to Meet Housing Demand

To comply with new Washington State Legislation, Skykomish must conduct a land capacity analysis to ensure there is sufficient developable area in each residential zone to accommodate King County projected housing at different income levels. These County housing projections for 2044 reflect the minimum accommodation expected for all income levels in each municipality. This results in at least twelve new housing units in Skykomish of which will include two for emergency housing units, two for households making 0 to 30% Area Median Income (AMI), one unit for Permanent Supportive Housing, zero units for households of 30 to 50% AMI, one for 50 to 80% AMI, one for 80 to 100% AMI, one at 100 to 120% AMI, and four units for households over 120% AMI.

By breaking down housing needs into the required different income levels, the needs of different housing types can be identified. Three different housing densities, multifamily, medium, and low, were identified and assigned to income levels. Multifamily density is represented by both accessory residential activity in the Historic and Commercial zones as well as the new Mixed-Use zone, medium density is represented by the R-5,000 zoning district, and low density is represented by the R-10,000 zone. The results of this capacity analysis reveal the availability for accommodation of housing units per income level and allocated density attributes for the next twenty years.

As Table HNA-7 shows, there is more than sufficient developable land to meet future housing needs for the town. Data supplied by King County allowed the land capacity analysis to be completed, with vacant land in residential zones being used to determine capacity. The R-10,000 zone is classified as being capable of supporting low density housing units. The R-5,000 zone is classified for medium and multifamily density. In R-10,000 zones, there was 11.32 acres of vacant land and in R-5,000 zones, there was 2.96 acres of vacant land. Assuming 16 units per acre for multifamily density, it was determined that a total of 149 housing units at various income levels could be accommodated on these vacant lands. This is more than sufficient capacity to accommodate the 10 projected housing units by 2044, under the adopted zoning code.

**Table HNA-7
Land Capacity Analysis**

Income Level (%AMI)	County Allocated Housing Need	Density Category Serving Needs	Aggregated Housing Needs as projected	Total Development Capacity per density	Development Capacity Surplus
Emergency Housing	2 units	Multi-Family Density	5 units	74 units	69 units
0-30% Permanent Supportive Housing	1 unit				
0-30% non-Permanent Supportive Housing	2 units				
>30-50%	0 units				
>50-80%	1 unit				
>80-100%	1 unit				
>100-120%	1 unit				
>120%	4 units	Low Density	6 units	49 units	43 units
Total	10 units + 2 emergency housing units		12 units	149 units	137 units

Adequate Provisions to Accommodate Housing at All Income Levels

Along with the Land Capacity Analysis, municipalities are required to ensure there is adequate housing production to meet the needs of all income levels. This is done by looking at historic housing production in the town and comparing that to the housing production needed to meet 2044 growth targets. As stated before, King County projects that there will be a need for 10 new housing units at the various income levels. Table HNA-8 compares the historic trends to the needed housing production, looking back at the past 80 years of housing production in Skykomish.

Table HNA-8
Adequate Provisions of Housing

Zone Category	Aggregated Housing Need	Annual Production Needed (units/year)	Historic Production (units/year)
Multifamily Density	5 units	0.25	0
Medium Density	1 unit	0.05	0.02
Low Density	6 units	0.3	0.40

As seen in Table HNA-8, there is generally insufficient housing production for higher density housing options in Skykomish, but more than sufficient production of lower density housing. This is likely since Skykomish is in a generally more rural setting and has not historically had a significant demand for higher density housing. An increase in production of multifamily density housing is needed, as well as a slight increase in medium density housing. The Town can help to encourage more production of these kinds of housing within the goals and policies of the Housing element, as well as ensuring that there are no barriers in the municipal code that would prevent these housing types being built.

Barriers for Affordable Housing

Throughout Washington State, jurisdictions have faced challenges in developing affordable housing that people of all income levels can afford. Skykomish is no different. There are multiple barriers to affordable housing in the Town.

One barrier is the environmental constraints within the town. Skykomish is located in mountainous terrain that poses many environmental hazards. There are also many environmentally sensitive areas within the town that make more dense housing challenging.

Another major barrier to affordable housing in Skykomish is the lack of services readily available. Given the town's secluded, mountainous nature, essential services, such as medical care or employment opportunities, tend to be located outside the town. There is also no public transit services that serve Skykomish.

Due to Skykomish's unique situation, there will need to be special considerations when developing affordable housing units. Smaller scale units will be essential for fitting the community's vision for the town, as well as accounting for the other barriers discussed.



Transportation Element Appendix July 2024







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1 Introduction

The Town of Skykomish's vision for the Town, including economic growth, development and maintenance of the Town's character and daily life for residents, depends on the health of its transportation system. The transportation system serves the residents, providing access to school, local recreation and local businesses, as well as visitors and tourists, providing access to regional recreational opportunities and hospitality businesses. This Transportation Plan is the technical background and companion document to the Transportation Element of the Town's Comprehensive Plan. This Plan will assist the Town in advancing its multi-modal transportation objectives to address existing needs and support the overall vision of the community.

1.1 Purpose and Intent

The purpose of this plan is to document the Town's vision for certain aspects of its transportation system, and to provide local, regional and state planning authorities and funding partners with a guide for the Town's intentions related to its transportation system.

The goals and policies are based on a projection of future needs and demands on the Town's transportation system in relation to Washington's Growth Management Act (GMA) and the Puget Sound Regional Council's Vision 2050 regional transportation plan. As a companion document, the Transportation Plan implements the Transportation Element of the Comprehensive Plan. The Transportation Element establishes a goal and policy framework for making decisions consistent with other elements of the Comprehensive Plan to describe a strategy for accomplishing the City's vision over the 20-year planning horizon. Based on the goals and policies in the Transportation Element, the Transportation Plan is intended to serve as a guide for transportation decisions to address both short- and long-term needs. To meet GMA requirements, the Transportation Element and Transportation Plan must identify existing transportation system characteristics, establish standards for levels of service, and identify existing and future deficiencies based on land use growth projections. The Transportation Plan also discusses roadway mobility and accessibility needs, identifies improvements necessary to enhance safety, bicycle and pedestrian travel, and identifies a financing strategy to implement needed improvements.

2 Community Transportation Issues

The Town of Skykomish is focused on four issues related to transportation. Each of these issues is critical to meeting the Town’s vision of improving safety, accessibility, connectivity, and circulation around town for residents and visitors and offering a range of modal choices. These issues are:

- Attracting visitors and vehicle traffic on US 2 to enter Skykomish, spend time, and purchase goods and services from local businesses.
- Efforts to complete ADA upgrades and active transportation connections in Skykomish.
- Efforts to make safety improvements to at-grade crossing of railroad tracks to increase safety and improve quality of life for Skykomish residents.
- Exploration of funding opportunities and partnerships to improve access management and safety on US 2 through Skykomish.

Transportation will be vital to the Town’s future growth, both within the downtown and along the US 2 corridor. Skykomish is positioned to greatly benefit from growth in all-season recreational opportunities, both in town and in the surrounding Federal and State forests and parks. Growth at the Stevens Pass Ski Resort will also affect the Town. Two transportation issues that will arise from this anticipated growth are:

- Wayfinding and circulation for visiting traffic
- Parking

The following sections will focus on the primary four concerns while making improvements to these secondary issues where possible.

2.1 Community Engagement

The Town of Skykomish has been very engaged in developing the vision for the Town’s transportation future and identifying the primary and secondary transportation concerns. The Town has engaged WSDOT in planning-level discussions related to the US 2 corridor, access management, the 5th Street intersection and signage improvements in 2012 and 2017.

In 2018, the Town hosted an event sponsored by the American Planning Association’s Washington Chapter, the Community Planning Assistance Team (CPAT). Based on APA CPAT and WSDOT coordination, the Town developed the 2019 Transportation Plan to provide a framework for future transportation improvements and communicate the Town’s vision to regional planners and partner agencies. Unfortunately, WSDOT’s position on the US 2 roundabout has changed and the Town does not have the capacity by itself to pursue this worthy, but very expensive transportation improvement project.

To gauge how community priorities had changed since 2019, EJ Land Use Planning consultants administered a Town of Skykomish community survey in the summer months of 2023 and shared the final survey findings with the Town Council in autumn 2023. The survey yielded 55 total responses, including 45 Town residents and 10 responses from people who lived just outside of

Town or were owners of vacation homes in Skykomish. Regarding transportation, the top request from residents and visitors was for sidewalk, bikeway, trails, and better entry/exit to Town.

In addition to the community survey, the Town has conducted public meetings throughout 2023 and 2024 on various aspects and elements of the 2024 Comprehensive Plan. An Open House is scheduled in summer 2024 with exhibits highlighting various elements of the Comprehensive Plan and inviting Town residents to review plan elements, ask questions, offer comments, and make suggested revisions. The Skykomish Planning Commission and Town Council have scheduled several more meetings and are expected to provide final review and adoption of the 2024 Comprehensive Plan in late 2024.

3 Existing Transportation Services and Facilities

The assessment of existing transportation services and facilities allows the Town to identify transportation needs and improvements. An inventory of these facilities provides a reference point for the operation of transportation facilities and services. Establishing the operational baseline of the Town will help with prioritizing future improvements to handle projected increases in traffic from growth in hospitality and recreation.

3.1 Street and Highway Network

The Town of Skykomish has a street and highway network to provide for the movement of motorized traffic within the Town. The total area of the Town is 0.33 square miles, and the total roadway lane-mileage in town is approximately 24,000 linear feet. Many of the Town's streets are networked, but due to its rural character and topography, several are disconnected, with dead ends at the Skykomish River, mountainous areas south of the Town, and Maloney Creek.

Functional Classification

Functional classification is the process by which streets and highways are grouped into classes, or systems, according to the roadways' traffic volumes and character of service they are intended to provide. The Federal Functional Classification system provides a hierarchy of roadways as defined by the Federal Highway Administration (FHWA). This classification system defines the role of travel through a network of roadways, rather than focusing on individual roadways. Skykomish has three streets which are Federally functionally classified, according to the definitions of FHWA:

- 5th Street between US 2 and Old Cascade Highway, Minor Collector
- Old Cascade Highway, within town limits, Minor Collector
- US 2, within town limits, Principal Arterial

The remainder of the Town's streets are local roadways, primarily providing access to residences and local businesses. No future changes in functional classification are anticipated. Functional classifications of roads in the Town of Skykomish are shown in **Figure 1**.

Highways of Statewide Significance

WSDOT designates interstate highways and other principal arterials that are needed to connect major communities in the state as Highways of Statewide Significance (HSS). This designation assists with the allocation of some state and federal funding. These roadways typically serve corridor movements having travel characteristics indicative of substantial statewide and interstate travel. US 2, within the Town of Skykomish, and extending east and west of the Town, is a designated HSS.

3.2 Roadway Descriptions

The following section describes the use and function of the three classified roadways in the Town of Skykomish and their relationship to the region surrounding the Town. Information is provided about the current features within the right of way (ROW) of each road. These current features may be the subject of future improvements noted in Section 5 of this Transportation Plan.

US 2

US 2 consists of two 12-foot lanes serving as a principal arterial highway running approximately 1.05 miles from the western to the eastern limit of the Town of Skykomish. US 2 has a 12-foot two way left turn lane present for approximately 750 feet on either side of the intersection with 5th Street. US 2, through Stevens Pass, is one of the primary passes through the Cascade Mountains for the Puget Sound region, connecting the Cities of Leavenworth, Wenatchee and points in central and eastern Washington to the Puget Sound. US 2 provides an alternative route to Interstate 90 for east-west long-distance travel across the Cascade Mountains. Stevens Pass Ski Resort, a popular year-round recreation facility, is located approximately 16 miles east of Skykomish on US 2. Regional trucking traffic, for freight and logging, use US 2 to connect eastern and western Washington. Passenger vehicle traffic along US 2 has seasonal peaks, with summer and fall recreation increasing tourism in the national forests, hiking trails and natural areas along US 2 east and west of Stevens Pass.

There are no signals on US 2 through Skykomish. Two Town streets, 5th Street and Old Cascade Highway, intersect US 2 at stop-controlled (minor leg) intersections. The posted speed limit on US 2 through Skykomish is 50 mph. The ROW of US 2 varies from 60 to 100 feet in the Town. There are no existing active transportation facilities along US 2, and no marked crossings for pedestrians. The roadside typically consists of a 1-foot paved shoulder, dropping into a drainage ditch and then sloped, undeveloped land. There are several properties with full frontage access to US 2, with no designated driveways or access management.

5th Street

5th Street intersects with US 2 as a T-intersection with stop control for southbound vehicle left turns, and yield control for northbound right turns. An existing gas station is located on the southwest corner of the intersection, and Lou Ski's Deli is located at the southeast corner. Vehicles traveling on 5th Street cross over the 24-foot-wide two-lane bridge over the South Fork of the Skykomish River before entering the downtown area. A 3- to 4-foot-wide concrete pedestrian path along the west side of the bridge connects the parking lot of the gas station to W Riverside Dr and

the downtown sidewalk network. The bridge serves as a de facto gateway to the town and is often decorated with flowers. 5th Street is posted with a regulatory 25 mph speed limit.

5th Street jogs slightly across E Railroad Ave and the BNSF railroad crossing. Four railroad tracks are controlled with automated single gates with flashing lights. The Skykomish library, fire station, and Skykomish Depot Park abut 5th Street. 5th Street terminates at a T-intersection with Old Cascade Highway. 5th Street has a section that varies between US 2 and Old Cascade Highway. At US 2, 5th Street has two painted 12-foot lanes with right turn slip lanes in either direction connecting to US 2. The painted right turn slip lanes vary from 15 to 24 feet wide. No marked crossings are present in any direction at this intersection. At the bridge over the Skykomish River, two one-foot shoulders and two 11-foot lanes are striped. Near the intersection with West Riverside Drive, the section expands to two 22.5-foot lanes.

Old Cascade Highway

Old Cascade Highway (W Cascade Highway, west of 5th street N) runs east-west through the Town. This 24-foot-wide section with a centerline stripe is a two-lane roadway with intermittent curb and gutter. Overhead power and lighting is present off the shoulder of the roadway with guardrail at the crossing of Maloney Creek. Old Cascade Highway serves the majority of housing in Skykomish. The roadway is posted with a regulatory 25 mph speed limit within the Town.

The King County Fire District #50 station, Skykomish's School Bus garage, Pump Track and Mountain Bike Park, and a PSE substation (located outside of the Town limits) have driveways to Old Cascade Highway. Old Cascade Highway proceeds to Miller River to the west of Skykomish, and Skykomish State Airport to the east. Outside of the western Town limits, Old Cascade Highway ends at a dead-end where a previous flood washed out the roadway crossing of the Miller River. King County is installing a dead-end turnaround at the washout, improving existing culverts, and does not intend on re-connecting Old Cascade Highway.

Other Town Roadways

In the downtown area, between the BNSF railroad and Skykomish River, most of the roads consist of two unmarked lanes, varying between 20 and 38 feet wide, curb-to-curb, with on-street parking in many locations. Many streets in the downtown area are fronted by curbs with sidewalks on at least one side of the road. Parking is a mixture of parallel and head-in spaces. Most of the head-in spaces are marked and the stalls are a typical 18 feet long by 9 feet wide. Head-in stalls are marked on Railroad Avenue and 6th Street, near the school. Much of the parallel on-street parking is oversized and could be an opportunity to increase bicycle space or traffic calming in the future.

3.3 Existing Traffic Volumes and Operations

Traffic Volumes

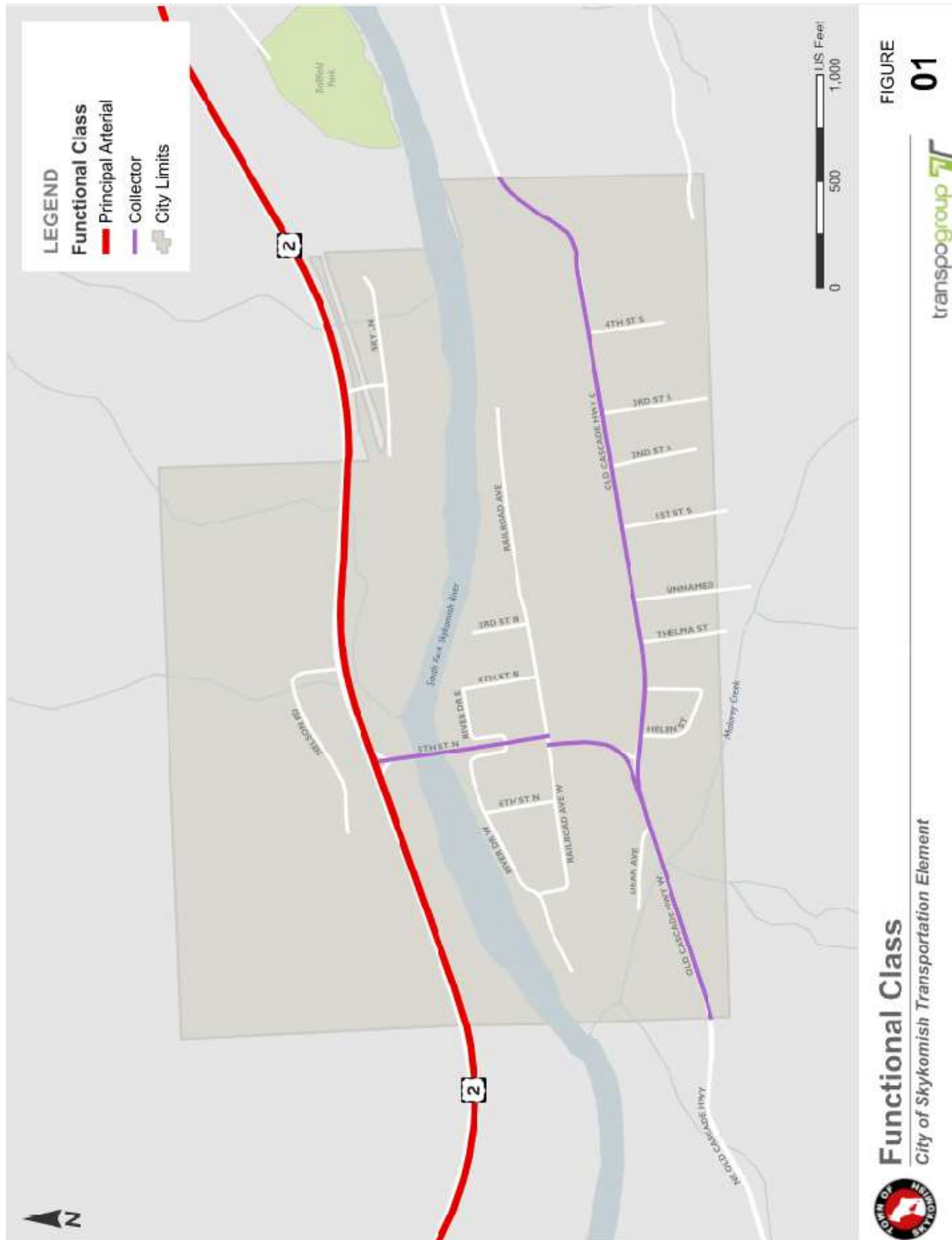
Traffic counts in the Town of Skykomish were obtained in 2018 to understand traffic volumes and distribution patterns. Counts were obtained at three locations, two on classified collector roadways and one on the local road that connects these collectors to the Town school. The 2018 counts have been multiplied by a conservative historical traffic growth rate of 0.25 percent per year and 2024 calculation equivalents are summarized in Table 1, below. Counts are shown at the locations obtained in Figure 2.

Table 1. Traffic Count Summary¹						
Count Location	Direction	Count Total²	% of Total	AM Peak Volume	PM Peak Volume	AADT 2024³
E Railroad Ave / N 6th St	EB	46	42.2%	4	7	47
	WB	63	57.8%	18	11	64
5th St N & E Railroad Ave	NB	253	40.9%	20	27	257
	SB	366	49.1%	37	36	372
E Old Cascade Hwy & Reginald St	EB	184	50.2%	24	23	187
	WB	182	49.8%	16	23	185
Notes:						
1. Traffic Count Source: All Traffic Data						
2. Traffic data collected Wednesday, November 14, 2018						
3. AADT = Average Annual Daily Traffic Based on Historic Annual Traffic Growth Rate of 0.0025						

WSDOT maintains records of traffic volumes on US 2. In 2023, the two-way traffic count east of 5th Street recorded 6,256 vehicle AADT with 3,095 eastbound and 3,160 westbound.

The 2023 WSDOT count data does not include information on heavy truck traffic, but past counts offer a glimpse of that, as follows:

- In 2018, just east of Skykomish at milepost 50.12, 5,800 AADT was recorded, with 3.43% single unit trucks, 2.38% double unit trucks, and 0.27% triple unit trucks.
- In 2016, west of Skykomish before milepost 43.32 in 2016, 6.22% single unit trucks, 4.93% double unit trucks, and 0.44% triple unit trucks were seen with 6,400 AADT.





FIGURE

02

transpogroup 7/

Existing Traffic Volumes

City of Skykomish Transportation Element



Traffic Operations

On local and collector roads in the Town of Skykomish, traffic volumes are very low. The highest volume local roadway has an average daily traffic volume well under 1,000 vehicles per day. All Town roadways currently operate at a LOS A. The measured roadway traffic volumes in Table 1 and observed traffic operations at intersections have not identified any local roadways or intersections that are a concern based on volume or delay due to new growth and development in Town.

At the intersection of Old Cascade Highway and 5th Street, Town citizens have noted a concern with the number of U-turns to return to US 2. The concern with this traffic maneuver is based on safety, rather than impact on level of service or delay. This maneuver typically occurs during times when US 2 experiences congestion related to recreational opportunities, especially weekends. Improvements to safely accommodate these movements would need to accommodate ladder trucks and snow cleaning machines from King County Fire Station #50, located on the south side of the intersection.

3.4 Level of Service Standards

Level of Service (LOS) standard in the Town of Skykomish is defined in the Comprehensive Plan as LOS C, with the exception of US 2. The existing traffic volumes on Town roads, other than US 2, are very low. Forecasted land use growth in the Town, even with an expansion of recreational opportunities, is expected to fall below the level that would create level of service issues based on the Town's current LOS standard. To better reflect the manner in which the Town's transportation system serves its citizens and the public, a multi-characteristic roadway rating was developed. Multi-characteristic level of service focus on the quality of service that facilities provide and include assessment of the presence and comfort of active transportation facilities, network connectivity (motorized and active), pavement quality, and access to US 2 in addition to traffic volume in the assessment of service for local roadways. Qualitative ratings are converted to a points "score" and roads that meet the minimum points threshold are considered to be in compliance with LOS standards.

3.5 Traffic Safety

WSDOT collects annual crash data on all public roads in the state, including those within the Town of Skykomish. Within the last five years (2019-2023), seven crashes were reported within Town limits. Five of the reported crashes occurred on US 2 near the intersection with 5th Street N and one occurred on Railroad Avenue at 4th Street N. Four of the seven crashes resulted in reported or suspected injuries, three of which occurred on US 2 near or at the intersection with 5th Street N. The other three crashes resulted in property damage only.

Based on guidance in the MUTCD and AASHTO Highway Safety Manual, the crash rates on Skykomish streets are very low and do not require further examination. The Town could consider investing in the development of a Local Road Safety Plan (LRSP) for the WSDOT City Safety Program, which would make the Town eligible for federal Highway Safety Improvement Program (HSIP) grant funding. LRSPs are proven safety countermeasures that document collisions and safety issues, recommend improvements, and establish safety improvement priorities for a community. This can include sidewalk and crossing improvements to keep people walking, biking, and rolling out of harm's way from vehicles and trains.

One transportation safety issue that also affects quality of life for residents is the loud train horns that sound as long trains pass through Town and at-grade street crossings. This is a safety issue for both the operation of the trains, as well as people walking, biking, rolling, and driving on Town streets that cross the railroad tracks. Train engineers sound the horn to warn people of approaching trains that literally cannot stop. For train engineers to not sound horns, the Town would need to establish a Quiet Zone Study and identify safety investments required to meet federal standards at each at-grade crossing, along with the costs estimated for each crossing improvement. While this can be an expensive proposition, there are federal and state grant programs to help fund railroad crossing improvements.

3.6 Active Transportation

The following sections describe the Town's existing bicycle and pedestrian infrastructure. The Town's roadways, except US 2, are posted with a regulatory 25 mph speed limit. These low volume, low speed residential roadways are conducive to an environment where pedestrians and bicycles can share the road with vehicles with appropriate markings and signage, as well as public awareness of the presence of mixed modes. The crossing of the BNSF railroad does not currently have pedestrian or bicycle facilities. Active transportation modes are only restricted from crossing by the automatic vehicle gates. Cyclists must share the lane of 5th Street with vehicles and pedestrian facilities are limited to narrow shoulders on both sides of 5th Street, as narrow as 1-foot, on which to walk outside of the vehicle travel lane.

3.6.1 Pedestrian Facilities

Town of Skykomish includes approximately 6,500 ft of sidewalk. 5th Street is fronted by 5-foot-wide sidewalks on both sides through the Town, from the south side of the Skykomish River to the intersection with Old Cascade Highway, except over the BNSF railroad. The 5th Street bridge has sidewalk only on the west side of the road which has a clear space of approximately 3 feet, with some wider sections in between bridge girders. Railroad Avenue has 5- to 6-foot-wide sidewalks on at least one side, with some wider sections at businesses with sidewalk improvements and overhangs, between a point 500 feet east of 3rd Street to Skykomish school, near Riverside Drive. 6th Street, Riverside Drive (east and west) and 4th Street all have 4 to 5-foot sidewalks on at least one side. Intersections in Town with sidewalks have ADA ramps. The 2023 amendments to the GMA require all agencies to comply with current federal ADA standards through the completion of ADA Transition Plans.

There is a 5-foot sidewalk on the north side of Old Cascade Highway, south of the BNSF railroad, starting from a point 500 feet west of the 5th Street intersection, crossing Maloney Creek, and continuing east to the intersection with Thelma Street. The Town post office is located on Thelma Street. Thelma Street has 5-foot sidewalks on the east side of the road. There is a 250-foot section of 4-foot sidewalk fronting some homes on the south side of Old Cascade Highway from a point 750 feet east of the 5th Street intersection.

Figure 3 depicts the existing pedestrian and trail facilities in Town.

Crosswalks

At 5th Street, just north of the Skykomish River bridge, the width of the roadway is approximately 32 feet. There is no marked crossing of 5th Street at this location, but this represents the narrowest pedestrian crossing north of the Skykomish River and is a logical connection to the Town's sidewalk network. There are no marked crossings of US 2 within the Town limits.

There is a marked crosswalk at West Riverside Drive and 5th Street, connecting sidewalks on Riverside and 5th to the pedestrian walkway on the west side of the 5th Street bridge. There is no marked crossing on the east side of this intersection, as there are no pedestrian facilities on the east side of the bridge or the west and north side of East Riverside Drive. There is no marked crossing of 5th Street at Riverside Drive.

The intersection of 5th Street and Railroad has marked crosswalks in all four directions. The marked crossings range from 40 to 45 feet in length, measured between curb ramps. Crosswalk markings consist of 4" white lines spaced 7-feet apart between curb ramps.

The crossing of the BNSF railroad does not have a designated pedestrian facility. The railroad crossing panels are 40 feet wide on the north side of the crossing, near Railroad Avenue, and 32 feet wide on the south side of the crossing, nearer to Old Cascade Highway. There is no marked crossing on the south side of the BNSF railroad between the sidewalks that are present on both sides of 5th Street.

A marked crosswalk is present in the east-west direction at the intersection of 5th Street and Old Cascade, and across the right turn slip lane to westbound Old Cascade. The crossing of 5th Street is 85 feet wide and the crossing of the slip lane is 16 feet wide. The refuge island between the slip lane and 5th Street is an at grade marked triangular area.

A marked, 30-foot wide crossing of Old Cascade is present at the intersection with Thelma Street, completing the pedestrian network to the Post Office. A 45-foot marked crossing of Dean Avenue connects sidewalks along Old Cascade Highway.

3.6.2 *Bicycle Facilities*

The Town of Skykomish does not have designated on-road bicycle facilities. The Town has a Pump Track attraction for bicyclists on the south side of the BNSF railroad and is working with the US Forest Service on the development of a regionally significant mountain bicycle facility at the Maloney trailhead.

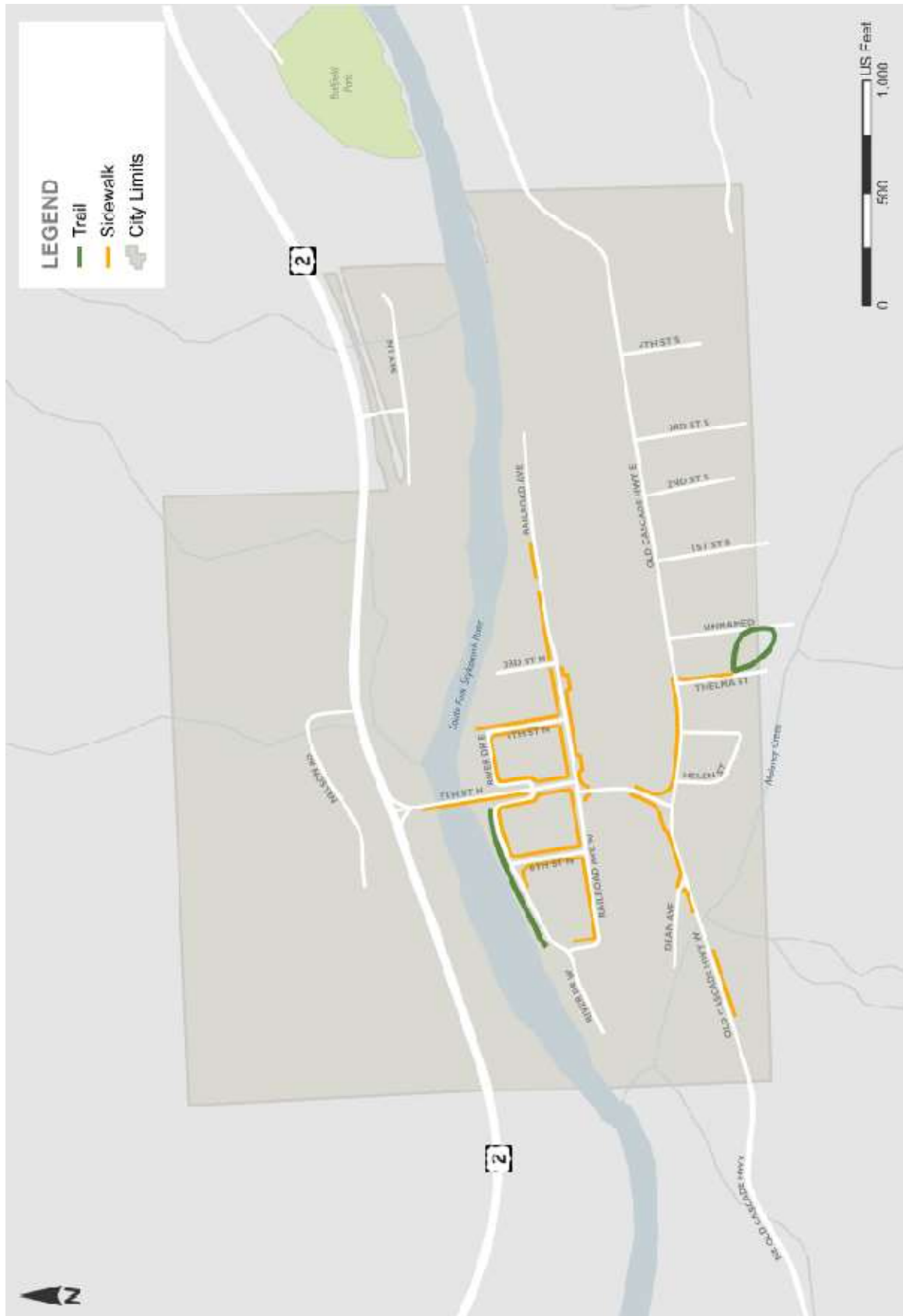
The Town's roads are all low-volume roadways with 25 mph posted speed limits. Roads with these characteristics are ideal for shared spaces and mixed traffic, although these mixed traffic facilities are not as comfortable for less confident riders, including older and younger riders.

3.6.3 Trail Network

A crushed rock trail measuring 650 feet in length follows the south of the South Fork of Skykomish River from 5th Street to the end of W Riverside Drive. This riverfront improvement is accessible for users of all ages and abilities via an accessible ramp with a three-foot width from West Riverside Drive near the 5th Street Bridge. The trail provides access to the Skykomish River near the 5th Street Bridge.

The trailhead for the Maloney Creek Interpretive Trail, which is the site for the proposed expanded Maloney Peak hiking and bicycle trail, is located on Thelma Street. This trail is a short trail within the Town limits but is expected to see an increase in demand with the proposed expansions. The expanded trail would take the trail outside of the Town limits.

Several other trails exist in the vicinity but are not located within the Town limits. No other trailheads are located within the Town.



FIGURE

03

transpogroup 77

3.7 Transit Services

There is no direct transit service to the Town of Skykomish. Community Transit has one bus line, Route 270/271, which provides service between Gold Bar and downtown Everett. This line terminates at the Gold Bar park and ride, located approximately 21 miles east of Skykomish on US 2. The Town of Skykomish is in King County, so extension of this transit line would likely require coordination with Community Transit and King County Metro. The nearest transit service east of the Town is in Leavenworth, provided by Link Transit, over 50 miles east along US 2 and through Stevens Pass.

King County Metro provides Community Van service to the Town. This Alternatives Services program relies on volunteer drivers and does not provide scheduled service or commuting service. Skykomish residents would be eligible for Vanpool services through King County Metro, but no established Vanpools currently exist in the Town. Access Transportation, provided by Metro for individuals with disabilities, is available for next-day shared rides or scheduled “subscription” rides. There are several other Human Services Transportation offerings through Metro and other providers that are available to individuals with disabilities and the elderly in Skykomish. These services provide a more “on demand” service, frequently door-to-door, for qualified riders without regular access to personal vehicle transportation or fixed route transit service.

Regional transit to and from Skykomish is available through Amtrak, although service is provided via Northwestern Trailways bus. Bus stops are located at the intersection of US 2 and 5th Street.

3.8 Airport

The Town does have a nearby grass-runway airport, airport ID S88, with a runway length of over 2,000 feet. This airport is owned and operated by WSDOT and is open seasonally between June and October. There is no tower, and most traffic consists of helicopters for emergency services and firefighting activity. The airport is occasionally used by the town for recreational uses, as there is no perimeter fencing or restrictions on use of the runway area at present.

3.9 Railroad

The BNSF Railroad crosses the Town, paralleling US 2 and Old Cascade Highway. The main tracks of the railroad have one crossing at 5th Street that is controlled by automated gates with flashing lights and audible bells. The Town averages 17 trains per day on the active tracks through town. Because the 5th Street crossing lacks a center median or four quadrant gates, each train must sound its horn when passing through town. Another crossing of Old Cascade Highway on the east side of town is for service tracks and is not controlled by automated gates. This crossing sees significantly less train traffic.

Trains occasionally stop just east of the town and blocking the nearby crossing of Old Cascade Highway (outside of the Town limits) near the eastern end of Skykomish State Airport for hours at a time. Trains do occasionally block the 5th Street intersection, but with less frequency and for shorter durations than the Old Cascade Highway crossing. Trains blocking these crossings is viewed by the Town as a safety concern for emergency access, especially to residential areas with no other direct connection to US 2 or the fire station on Old Cascade Highway.

4 Forecast Transportation Conditions

This section describes the expected impact of future development and region wide growth on the transportation system. Development within the Town of Skykomish is expected to be limited, with tourism and recreation, and the associated expansion of hospitality services, being the primary driver of growth. This forecast guides the prioritization of projects for the Town's six-year Transportation Improvement Plan (TIP).

4.1 Forecast Land Use

The number of residential units in the Town is forecast in the Comprehensive Plan to increase by 10 units by the year 2044. Growth in jobs in Town in official planning forecasts generated by the Puget Sound Regional Council does not account for the currently proposed recreational expansion. In this regional data set, few additional jobs will be created in the Town, keeping the overall traffic growth very low.

Recent events and trends could increase the number of jobs in Town and seasonal housing could increase beyond what was forecast in the previous Comprehensive Plan. Increases in residential units, including seasonal rentals, could occur with the future development of Stevens Pass Ski Resort now under ownership by Vail Resorts. The number of homes offered for short-term rental in Skykomish reflects this trend and the Town has recently adopted an ordinance to address the number of short-term rentals available.

Regionally, several new recreational opportunities in and around the Town could increase the number of recreational visitors to the Town. Continued robust growth in the Puget Sound region will increase the number of recreational visitors along the US 2 corridor. The Town could see significant increases in the hospitality industry, supporting growth in recreation. In concert with these trends, employment and land development could focus on restaurants, lodging and recreational equipment rental, repair and sales. This development is difficult to forecast at this time, as many recreational opportunities are still under construction or just beginning their development. As these recreational facilities, both in and outside of the Town, come online, the Town should revisit the forecasted land use and the effect on transportation.

4.1.1 Trails Development and Outdoor Recreation

The Town of Skykomish is anticipating significant growth in the number of trails for hiking and mountain biking, as well as other all-season outdoor uses like river rafting, kayaking, day-use recreation on forest trails and river access points and sled riding. There is also expected to be an increase in the number of visitors and users of new and existing facilities as the population of the Puget Sound region and western Washington continues to grow.

There are plans for two new mountain biking trails, Alpine Baldy just outside of Town and Maloney Rock with a trailhead near the existing Maloney interpretive trail on the south end of the Town. This trail development is likely to attract a regional audience with a 10-mile loop on Alpine Baldy and an anticipated 3,400 vertical foot drop on Maloney Rock. These trails are planned to be accompanied by several new hiking trails, providing new opportunities to hikers as well. Trail users are likely to travel into and through the Town of Skykomish seeking parking, food and beverage, accommodations and equipment purchase, repair and rental.

In addition to in-town offerings, nearby National Forest hiking trails and year-round activities at Stevens Pass Ski Resort, such as skiing and mountain biking, will also increase visitor traffic to Skykomish, as well as short-term rentals and lodging. While increased visitor traffic in Town may affect future transportation priorities and projects, it could also provide opportunities for economic development, as well as additional justification for transportation improvements funded by state and federal grants. New vehicle traffic related to visitors and anticipated new land uses are accounted for in the general growth rate discussed below.

4.1.2 Hospitality Industry

To support existing and forecasted outdoor recreation in and around the Town, growth in the hospitality industry is anticipated. Several empty or under-utilized parcels could be ideal locations for recreation support businesses, such as:

- Restaurants and bars
- Small (under 20 room) commercial lodging businesses and short term online (AirBNB and VRBO) residential rental properties (Now limited by Town ordinance)
- Recreational equipment rental and retail for river uses, mountain biking, skiing and hiking

Growth related to these businesses would have an impact on the Town's transportation system, affecting short-term parking availability in certain areas of Town, access to US 2, movement of residents around Town and wayfinding, especially during peak seasons. The forecasts in this Chapter attempt to capture these effects for motor vehicle traffic with assumed new land uses. Growth in active transportation from these facilities may be higher, in terms of percentages, than that of motor vehicle traffic. These forecasts do not include active transportation, but future data collection and land use/traffic forecasting is recommended as new facilities are opened to the public. Vehicle traffic related to these new land uses are accounted for in specific trip generation estimates as discussed in the sections below.

4.2 Forecast Transportation Conditions

Traffic growth rates were calculated based on the historical traffic and population growth rates and forecasted land development. The growth rate was applied to the existing traffic volumes and forecasted traffic from land use distributed to the road segments within the study area.

4.2.1 Population Traffic Growth

To reflect the Town's future population and traffic growth, a Blended Growth Rate was used to calculate the traffic growth rate. Blended Growth Rate is based on the historical traffic and population change as well as population projections, shown in the equation below:

$$\text{Traffic Growth Rate} = \frac{\text{Historical Traffic Growth Rate}}{\text{Historical Population Growth Rate}} * \text{Forecasted Population Growth Rate}$$

Historical Traffic Growth (HTG) Rate

Since the historical traffic counts are not available for the Town's street segments, a conservative average annual growth rate of one quarter (0.25) percent was used in the analysis.

Historical Population Growth (HPG) Rate

The population trends from the State Office of Financial Management (OFM) were used to calculate the historical population growth rate in Skykomish. The OFM develops population forecasts for the whole state based on the U.S. Census. The population data is summarized in Table 2.

Table 2. Historical Population Growth¹									
	2016	2017	2018	2019	2020	2021	2022	2023	2024
Town of Skykomish	171	171	168	170	161	160	165	165	165
Notes:									
1. Source = Washington State Office of Financial Management									

Table 2 shows minimal population growth, a population decline during the COVID-19 global pandemic in 2020-2021, with a slight rebound from 2022-2024, but an overall population decline over the past 10 years.

Forecasted Population Growth (FPG) Rate

The population growth is forecasted using Land Use Vision (LUV), a growth projection product developed by Puget Sound Regional Council (PSRC). The model is consistent with VISION 2050 growth projections for the region and estimates various socio-economic population indicators, including population change. Population projection data between 2024 and 2044 is used for the analysis. The projections are shown in the Table 3.

Table 3. Forecasted Population Growth¹						
	2024	2029	2034	2039	2044	Growth Rate
Town of Skykomish	161	170	175	180	185	One half percent (0.5%)
Notes:						
1. Source = Puget Sound Regional Council; Transpo Group						

Based on the data, the Town's population is projected to increase on average by 0.5 percent each year. This is consistent with the historical growth rate and the Town's Comprehensive Plan projection of limited forecast population growth.

Blended Population Traffic Growth Rate

Combining the HTG, HPG and FPG, Table 4 shows the resulting forecasted traffic growth rates in the Town of Skykomish due to changes in the Town population. The forecasted traffic growth rate is estimated to be 0.25 percent (One quarter of one percent).

Table 4. Forecasted Traffic Growth¹						
	HTG		HPG		FPG	Blended Forecast Growth Rate
Town of Skykomish	0.25%		0.00%		0.50%	One quarter of one percent (0.25%)
Notes:						
1. Source = Puget Sound Regional Council; Transpo Group						

4.2.2 Forecast Traffic Growth

The number of trips generated by potential future developments in the Town is estimated by calculating the trip generation of each of the developments based on the most current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This manual provides research-based projections of trips for various land uses based on certain unit measures, compared to existing facilities.

Table 5 summarizes the estimated daily trip generation for specific forecast land uses. These land uses were identified based on land use plan in the Town Comprehensive Plan, and the expected increase in hospitality serving recreational land uses in and around the Town. This forecast represents a mid-range forecast of new land uses in terms of housing units and new businesses. These figures represent the forecasted trips to and from these land uses. Trips may use more than one road segment in Town as part of their trip to and/or from these land uses.

Additional services, such as recreational equipment shops, rental shops, additional hotel space and food service, such as restaurants or bars, would likely increase the number of trips. This 2044 forecast should be revisited as confidence in forecast land development are identified by the Town. For this analysis, these trips are assumed in the general traffic growth rate.

Table 5. Estimated Daily Vehicle Trip Generation¹ for Forecasted Land Uses								
Land Use Type	New	Units	Weekday		Saturday		Sunday	
			Rate	Total	Rate	Total	Rate	Total
Single Family Detached Housing ²	10	DU ³	9.43	94	9.48	95	8.48	85
Recreational Homes ⁴	5	DU ³	3.55	18	3.34	17	2.96	15
Hotel ⁵	20	Rooms	7.99	160	8.07	161	5.94	119
High-Turnover Sit-Down Restaurant ⁶	2,500	SF ⁷	107.2	268	122.4	306	142.64	357
Total Trip Generation				540		579		576
Notes: 1. Institute of Transportation Engineers Trip Generation Manual (11th Edition) 2. ITE code 210 3. Dwelling Units 4. ITE code 260 5. ITE code 310 6. ITE code 932 7. Square Feet (Including kitchen, food storage, mechanical systems, and bathrooms)								

The forecast growth within the Town limits is estimated to generate approximately 540 trips during a weekday and approximately 579 on weekends. The maximum trip generation rate for each land use category that is used in the analysis is considered conservative. The typical traffic volumes would likely be at, or below, the levels estimated.

4.2.3 Forecast Traffic Volumes

The forecast average daily roadway volumes were calculated for three road segments in the Town of Skykomish. The current traffic volumes were collected in 2018 and adjusted to 2024 based on the historical traffic growth rate. Future forecasted traffic volumes were developed by applying the blended forecast traffic growth rate (Table 4) to the 2024 volumes. Then, additional trips from the projected developments were added to the forecasted traffic volumes. Table 6 shows the average daily traffic volumes for the years between 2024 and 2044 in the Town of Skykomish. For each forecast year, the three roadway segments are projected to be at a LOS A.

Table 6. Forecast Traffic Volumes on Primary Streets					
Average Daily Traffic (ADT)¹					
Street Segment	2024	2029	2034	2039	2044
E Railroad Avenue ²	111	165	170	175	180
5th Street North	629	1,090	1,100	1,110	1,120
Old Cascade Highway	372	700	705	710	715
Notes:					
1. Number of vehicles per weekday					
2. 10% forecast land use growth trips applied to E Railroad Ave; Rounded to 5					
3. 85% forecast land use growth trips applied to 5th Street North; Rounded to 5					
4. 60% forecast land use growth trips applied to Old Cascade Hwy; Rounded to 5					

5 Transportation Systems Plan

The vision and policy goals outlined in this Transportation Plan provide the framework for future development and improvement of the Town's transportation system. This section of the Plan includes the details of improvements to address:

- Improvements to pedestrian and bicycle active transportation network
- Connectivity and quality of life concerns related to the railroad
- Exploration of options for connecting the ballfield and campground to Town, and
- Continued exploration of access management to the US 2 corridor

5.1 Transportation System Planning

Planning for a transportation system of any size requires input and alignment among several policy and planning documents to bring projects from planned, to designed, to reality. Those include:

- **Comprehensive Plan:** High-level (City Council and public) guiding goals and policies to guide transportation improvements with respect to development and other factors over a 20-year planning horizon.
- **This Transportation Plan:** analysis to develop strategies and development of a 20-year project list required to implement the high-level efforts of the Comprehensive Plan and other local, state, and federal requirements.
- **Skykomish Municipal Code and Roadway Standards:** Code and Standards are developed to implement the vision and direction from the Comprehensive Plan, this Transportation Plan, technical and regulatory updates such as Federal ADA guidelines, and other plans and policies. These documents can be the most important elements of ensuring that the Town's vision for its transportation future are implemented.
- **Annual 6-year TIP** project budgeting and planning to complete individual projects from the 20-year project list over the following 6-year planning period. Projects included in the 6-year TIP project list are selected based on priority, safety, grant potential, potential for developer-driven improvements, and other factors including the potential for consolidation with other projects (sewer, water, storm, etc.) to provide efficiencies and cost savings.
- **Individual project planning,** design, permitting, and construction: completion of projects in accordance with 6-year TIP and Transportation Plan.
- **Day-to-day Operations and Maintenance** of the Transportation System.

5.2 Active Transportation Systems Improvements

Active transportation in and around the Town of Skykomish represents a significant opportunity for improvement, giving residents and visitors choices for how to get around town, access year-round recreational opportunities, facilitate development of a hospitality industry, and allow the Town to effectively manage parking for recreational tourism and hospitality patrons. The Town's downtown reconstruction effort, through environmental remediation, has given the Town a core of sidewalks and bike-friendly streets as a starting point to develop an active transportation network. In addition to general connectivity for walking, biking, and rolling, the Town would like to continue to explore the feasibility of options to address barriers to comfortable circulation in Town, including:

- The 5th Street crossing of the railroad tracks
- Connecting the Ballpark and campground to Town
- Crossing US 2 to hospitality businesses and future development sites

The Town's future development will be dependent on the recreational tourism and associated hospitality supporting outdoor activities, such as hiking, river rafting and kayaking, mountain biking, sled riding and skiing. Improvement of the active transportation network will allow the Town to accommodate this increased demand with less capital investment and a more feasible level of future maintenance commitment. The development of the Town's active transportation network will help to facilitate other long-range goals, such as access management on US 2 and construction of a roundabout at the intersection of US 2 and 5th Street. The Town of Skykomish envisions an active transportation network that provides a comfortable bicycle and/or pedestrian facility within ½ mile of all areas of the Town.

The vision of the future active transportation network for the Town of Skykomish is mapped out in Figure 4. This bicycle and pedestrian vision is based on ideal circumstances and the final routing or form of active transportation facilities may differ based on the availability of resources for capital improvements and environmental complexities of projects such as a crossing of the South Fork Skykomish River.

5.2.1 Active Transportation Connectivity within Town

There are several opportunities to increase the ADA accessibility and active transportation connectivity within the Town of Skykomish, which are identified in Figure 4. These routes are those that improve the network connectivity for day-to-day activities in the Town, such as access to school, connecting residential areas to the downtown across the railroad at 5th Street, and access to the library. There are also opportunities for improvements which can be made with Town resources or grant funding to begin addressing missing connections in the network. Other active transportation projects, such as access to the ballfield and campground for recreation and youth sports, will require identification of new funding sources, such as grant funding, and coordination with other agencies for permitting of river crossings and railroad crossings. The following describes three candidate active transportation projects within the Town.

5.2.2 5th Street/Railroad Pedestrian and Bike Crossing and Safe Route to School

The 2005 Vision for the Town of Skykomish included a trail connecting the north and south sides of 5th Street across the BNSF railroad, with the goal of increasing pedestrian access to the school. The Town Comprehensive Plan also states a policy goal of addressing this crossing in Policy T-P26. This remains a goal of the Town, and this crossing is identified as one of the major barriers in Section 5.3, as well as a priority project within the pedestrian and bicycle master plan, Figure 4. A project to connect the areas south of the railroad with the school would serve the school and the wider Skykomish community. A grade-separated crossing is likely beyond the capital resources of the Town, but an at-grade crossing with significant, modern safety measures can facilitate a comfortable crossing for all modes, ages and abilities and increase the connectivity and accessibility for all.

A crossing of the railroad tracks, with pedestrian facilities that connect to the Skykomish school, and connect the library and residential areas south of the railroad tracks, would be eligible for either the Safe Routes to School or Pedestrian-Bicycle Safety funding through WSDOT's biannual grant program. There are already some sidewalks existing along this route, which would allow

completion of the route by filling gaps. WSDOT and USDOT also have railroad crossing safety grant programs.

5.2.3 Old Cascade Highway Bike Lane

The Town's Comprehensive Plan includes a project to install bike lanes on Old Cascade Highway. Bike lanes could be implemented through narrowing of lane widths, restricting on-street parking and painting of designated facilities. The existing lanes of Old Cascade Highway are wider than the current practice for roadway lanes, but bike lanes in both directions may not be feasible with the current paved width. Other options could include a bi-directional bike path on one side of the road or bike lanes on one side of the road serving the primary access routes to the Maloney trailhead, and shared space markings in the other direction. This concept is shown in Figure 4.

5.2.4 Active Transportation Connectivity to Trails

The Town's recreational facilities on the south side of the tracks, including the in-development mountain biking and hiking trails around Maloney Rock, are separated by the railroad from the parking, hospitality businesses and parks on the north side of Town. The improvement of the crossing of the BNSF railroad at 5th Street will be a key component of the active network connection to trails.

Future development of the active transportation network will need to provide access to these in-development facilities. As several of these facilities are conceptual, specific projects providing access to new trailheads and new sites have not been identified for this Transportation Plan. As these projects become more detailed, new projects will be added to this Plan and the Town's TIP which support the overall active transportation network and connectivity to trails.

5.2.5 Wayfinding and Signage

As the Town's bicycle and pedestrian network expands, and the in-town and nearby recreational facilities improve, wayfinding will become a critical element of the Town's active transportation network. Consistent signage that directs residents as well as visitors to Town facilities, parks, trailheads, business districts and parking will be a significant component in support of the network. As part of a larger effort to improve signage throughout the Town, a conceptual plan for wayfinding signage related to active transportation facilities will be developed. This is included in the improvements described in Section 5.4.4.

5.3 Unfunded Concepts for Future Connectivity and Safety Improvements

5.3.1 Ballfield and Campground Access

The Town of Skykomish owns and operates a ballfield and campground on the east side of Town. The ballfield, campground and adjacent playground were improved in 2017 and 2018 and are the site of several Town events and festivals throughout the year. Currently, the only access to the ballfield and campground is via a road, City Ballpark Road, that intersects US 2, just over $\frac{3}{4}$ of a mile east (along US 2) of the 5th Street intersection. There is no designated active transportation link to the ballfield and campground. The shoulder of US 2 is narrow between 5th Street and City

Ballpark Road and vegetation encroaches on the shoulder in several places. The speed limit on US 2 between the two roads is 50 mph.

The Town would like to have a new active transportation crossing of the South Fork Skykomish River that would allow access for active modes to the ballfield and campground from Cascade Highway or a trail that would extend from Railroad Avenue along the South Fork Skykomish River. Preliminary conceptual plans were developed for this crossing in 2016, but environmental assessment, construction cost estimates, and preliminary engineering design have not been advanced. The crossing would encourage more use of active transportation in Town, reduce the number of required vehicle trips for citizens accessing the ballpark, increase the economic opportunities for hospitality services in Town to campground users and help to complete the Town's active transportation network. A schematic of the draft conceptual crossing and trail alternatives, developed in 2016, is included in the Appendix. Funding for these active transportation connections may not be readily available.

An alternative access to the ballfield and campground would be to extend a walkway, sidewalk or side-path, along the south side of US 2, through Sky Lane and to the ballfield and campground. This path would require a pedestrian connection to cross several properties that are currently not within the Town limits. This pathway would be a less complex access than adding a crossing of the South Fork Skykomish but will require the Town to work with King County and property owners that are not currently within the Town. Annexation of these properties is a possibility to complete this pedestrian connection between Town amenities. This concept is shown in Figure 4. Funding for these active transportation connections may not be readily available.

5.3.2 Miller River Washout Active Transportation Link

In 2011, a flood event on the East Fork Miller River destroyed the bridge over the river, cutting off the eastern and western portions of Old Cascade Highway. Although this road and the residential community to the west of the washout are outside of the Town of Skykomish, the residents of that community would, prior to the flood, frequent the businesses and activities in Skykomish. King County currently does not have plans, or funding, to restore the bridge and is installing turn-arounds at either end of the former bridge on Old Cascade Highway. Many residents of Skykomish are interested in seeing an active transportation connection here, the estimated cost may exceed \$10 million dollars, which is beyond the financial resources of King County and the Town of Skykomish. The Town will continue to work with King County to consider future options for possibly funding this improvement and restoring the connection to the residential areas west of the Town.

5.3.3 Access Management on US 2

Access management is the control of the number and location of access points, including driveways and intersecting streets, along a roadway. Access management provides a standardized and expected pattern of access to private property which increases safety for all roadway users, optimizes roadway operations, and protects the value of roadway investments. WSDOT has legislative responsibility (RCW 47.50 and WAC 468-51 and 468-52) for access management, but local agencies are partners in this responsibility through the comprehensive planning and design around state highway access in their jurisdictions.

US 2, a WSDOT state highway, borders the Town of Skykomish on the north side through the Town limits and serves as the primary ingress and egress for all modes of travel in Skykomish. Increasing accessibility and mobility along this roadway and improving the conditions for active modes is in the interest of citizens of the Town, and critical for any future development along US 2. The Town of Skykomish has a desire to improve the designed and planned access management along US 2, to accomplish the following goals:

- Increase the reliability of access for Skykomish residents, especially during peak seasons of outdoor recreation, including hiking, mountain biking and skiing
- Improve pedestrian and bicycle safety, comfort and mobility through the US 2 corridor, consistent with WSDOT's 2020 Active Transportation Plan and RCW 47.04.035 mandate for Complete Street facilities on State Highways in population centers
- Provide the engineering environment to reduce the speed limit on US 2 through the Town of Skykomish, currently posted at 50 mph to reduce the level of traffic stress for active transportation users, as well as risk of injury
- Improve the visibility and aesthetics of the intersection of 5th Street with US 2 as the entrance to the Town of Skykomish for wayfinding and economic interests

A grant was secured from PSRC in 2019 but was returned due to a shortfall in local matching funds and WSDOT has not been willing to take the lead on this improvement to the State highway. Many residents of Skykomish are interested in seeing both a roundabout and access management on US 2, but the estimated cost may exceed \$7 million dollars, which is currently beyond the financial resources of WSDOT, King County, and the Town of Skykomish.

Skykomish will continue to coordinate with WSDOT, Puget Sound Regional Council (PSRC) and other transportation and funding partners to explore the feasibility of an access management strategy along the US 2 corridor and meet the goals and vision of the Town. The results of past Skykomish and WSDOT coordination on Access Management is included in the Appendix.



FIGURE

04

transpogroup

US 2 Access Points

City of Skykomish Transportation Element



5.3.4 Roadway Standards for US 2

The Town of Skykomish has developed and adopted Roadway Standards for future improvements in the US 2 corridor as of November 2018. Roadway standards for US 2 are consistent with the Town Comprehensive Plan Policies T-P11 and T-P12, as well as [RCW 47.04.035 Street access – Principles of Complete Streets - Requirements](#).

These Standards will apply to public and private projects that affect the right of way and the transportation facilities in the US 2 corridor. The Roadway Standards establish requirements for sidewalks and other bicycle and pedestrian accommodations in the corridor. The Standards require development setbacks from US 2 to provide space for active transportation, vegetated strips for aesthetics and drainage, snow management and a roadway environment that encourages a reduced speed. The Standards enforce a minimum spacing from 5th Street to accommodate the future roundabout and enforce the guidelines of WSDOT's access management for other driveways and access points to US 2. The typical section from the Roadway Standards that guides these improvements is included in the Appendix.

Future developments will be reviewed against the requirements of these standards. Project evaluations will consider the potential impact of a project to active transportation crossings of US 2. A fee-in-lieu program and design requirements for development could include a future high comfort US 2 crossing for active transportation modes. These design standards will provide the Town with a passive process to enforce the access management requirements for US 2, rather than a resource-intensive process that requires active enforcement by police officers.

The Town intends to expand these Roadway Standards to the entire Town. Roadway Standards applied to local roads, as well as US 2, will help to expand the Town's active transportation network through developer frontage improvements and mitigation, as residential and commercial properties are improved upon and change use within the Town.

5.3.5 Future Development on US 2

The Town of Skykomish will be reviewing the potential impacts to traffic, both in town and on US 2, from future development. A traffic impact analysis (TIA) will be required, especially for any additional proposed access points to US 2.

Skykomish may elect to develop a traffic impact fee (TIF) for development which can be used to construct future transportation improvements with multi-modal benefits. These may include in-town improvements, such as additional roundabouts and other intersection controls or pedestrian and bicycle improvements to complete the active transportation network. Improvements constructed with TIF funds may also improve the Town's US 2 corridor, helping to complete the projects that will facilitate the Town's vision for a US 2 corridor with lower speed, improved accessibility for residents and visitors and improved comfort for active transportation along and across US 2.



FIGURE

05



Future Active Network
City of Skykomish Transportation Element



5.4 Transportation System Improvements

The Town of Skykomish priorities for transportation system improvements to improve safety and connectivity over the next 20 years within the Town's financial resources are listed below.

5.4.1 Railroad Crossings

The railroad that runs through the Town of Skykomish is owned and operated by BNSF. The railroad consists of three active tracks and one maintenance spur. All four tracks cross 5th Street, just south of the downtown area. The crossing is approximately 130 linear feet along 5th Street and is located 30 feet south of the intersection of 5th Street with W Railroad Ave and 225 feet north of the intersection of 5th Street with Cascade Highway. The two primary tracks also cross Cascade Highway adjacent to its intersection with US 2, approximately 4,000 feet east of the Town limits.

Both crossings are currently managed by automatic gates with flashing lights and audible bells. Neither crossing has a center median, and the gates only manage a single lane of traffic in each direction approaching the crossing. By current Federal guidelines (49 CFR Part 222), trains operating on this track must use their horn when approaching the crossing, despite the presence of the gates. Federal guidelines mandate a minimum decibel level for this horn blow. The Federal guidelines require that this horn blow occur 24 hours a day.

The Town of Skykomish is heavily affected by the noise from the trains and the horn. The Town typically sees 17 to 20 trains per day, freight and passenger rail, occurring at all times of day, and each requiring a horn blast. Most of the existing hospitality businesses in the Town are currently less than one block away from the railroad tracks. Many of the parcels that are currently empty and could be developed into hospitality businesses are within five blocks of the railroad tracks and well within the noise-affected area. The railroad noise will have an impact on the future economic viability of hospitality businesses in Skykomish.

Stopped trains occasionally block one or both crossings. These stoppages are typically short, but have, in the past, extended to multiple hours and sometimes days. With the washout at the Miller River cutting off Cascade Highway to the west of the Town, the residential areas of Skykomish south of the railroad, as well as King County Fire District Station #50, which is located south of the railroad, are severely restricted by trains blocking the 5th Street and/or Cascade Highway crossings. This is a potential safety hazard, both for residents of Skykomish and the region which is served by Station #50.

5.4.2 Railroad Quiet Zone

The implementation of a Quiet Zone through the Town of Skykomish requires coordination with the Federal Railroad Administration (FRA) and the BNSF railroad. The FRA requires that all public crossings within a quiet zone meet minimum safety requirements that are in excess of the presence of automated gates and signals. These features may include medians to prevent vehicles from driving around lowered gates and four-quadrant gates, adding gates to wrong-way approaches to prevent those crossings. The Town will seek funding partners to develop these treatments and partner with the FRA to establish a quiet zone through downtown Skykomish.

Improving the safety of this crossing is consistent with the Town Comprehensive Plan, Policy T-P19. Implementation of safety measures for vehicles at the crossing should be coordinated with potential pedestrian and bicycle safety and access improvements described in Section 5.3 to limit the construction impact to the railroad and 5th Street.

5.4.3 Blocked Railroad Crossings

Both railroad crossings are occasionally blocked by trains, restricting vehicles' ability to pass. This is a concern for mobility and circulation and is a safety hazard for residential areas south of the railroad if both crossings are blocked. Blocking of both crossings is rare, but the Town will seek to coordinate with BNSF to ensure mobility and safety of access across the railroad.

5.4.4 Compact Roundabouts

At the intersections of 5th Street with Railroad Avenue and Old Cascade Highway, existing stop signs and yield signs control traffic operations. Marked crossings at each of these intersections are present but are very long. The intersection with Old Cascade Highway has painted, but not curbed, refuge islands for pedestrians. At each of these intersections, several considerations would make these potential candidates for compact roundabouts. Roundabouts would address:

- Reducing crossing distances for pedestrians, especially across 5th Street at Old Cascade Highway and on the walk route to the Skykomish school
- Improve safety of U-turns from traffic coming from US 2 during high congestion
- Potentially improve safety of railroad crossing of 5th Street and contribute to quiet zone
- Project eligibility and funding in State and federal grant programs

Compact roundabouts would need to be analyzed for potential impacts to the emergency response equipment and school busses present at the south side of the intersection with Old Cascade Highway. Right of way considerations would be significant at the Railroad Avenue crossing, as any expansion of the right of way would impact recently constructed sidewalks, City parks and may affect the character of the downtown area. A feasibility analysis of roundabout control at these two intersections is included in the Town's planned improvements.

5.4.5 Complete Streets

The concept of Complete Streets is a vision for a roadway network which serves the needs of all users in appropriate networks and is not solely focused on the movement of motor vehicles. The Town of Skykomish will adopt a Complete Streets ordinance to be eligible for grant funding through the TIB Complete Streets program. This Complete Streets ordinance will reinforce the goals and vision of this Transportation Plan and help to implement the pedestrian and bicycle active transportation network.

In July 2022, all WSDOT capital projects in excess of \$500,000 became subject to [RCW 47.04.035 Street access – Principles of Complete Streets](#). This means that the US 2 roundabout at 5th Street would have to be designed according to Complete Streets principles for all users, if feasible. In addition, the 2021 WSDOT Active Transportation Plan require WSDOT to work with all local jurisdictions to ensure that all active transportation facilities on State Highways connect to, are consistent with, and provide facilities that reduce level of traffic stress for active transportation users.

Complete Streets does not necessarily mean that all modes are present on all streets. The intent of a Complete Streets policy is to require the consideration of all modes which can be safely accommodated in a corridor, within reasonable means as far as right of way and topographical restrictions are concerned. A Complete Streets review would be part of the development and project review for all transportation-related projects, public and private.

The Complete Streets policy would acknowledge the Town's desire to use best practices and consider Complete Streets improvements as part of maintenance activity on the Town's roadways. This policy would also include provisions to require the maintenance of the character of the downtown area, including streetscaping and aesthetics, the use of specific signage and lighting, in addition to the incorporation of comfortable active transportation facilities for users of all ages and abilities.

5.4.6 Wayfinding and Signage

Skykomish will create a signing master plan, including proposed improvements in the downtown, in residential areas, and along the US 2 corridor. This signing plan will address the wayfinding and Town information needs of two key audiences, including:

- Visitors and tourists with Skykomish as their destination for all-season recreational opportunities seeking trailheads, river launches, recreation sites and parking
- Regional traffic on US 2 with a destination other than Skykomish

Wayfinding for external, regional traffic is a concern for the Town of Skykomish as it relates to access management on US 2. The Town's economy is primarily reliant on tourism and hospitality. Skykomish is expected to be increasingly reliant on these economic sectors in the future. Tourism and hospitality rely on visibility to regional, passing traffic. A welcoming, iconic aesthetic at the entrance to the Town is a key component of increasing this visibility. Motorist Information Signs (MIS) on US 2 will be an important component of the Town's signage master plan for regional audiences, providing information on services, restaurants and lodging in Skykomish. As regional recreational opportunities increase, and Stevens Pass Ski Resort improves under the ownership of Vail Resorts, Skykomish expects the hospitality offerings and development in Town to increase, and signage will be important to alerting drivers on US 2 of those businesses. The historical lack of these services in Skykomish also makes it more important to have signage, as users of US 2 may be conditioned to not look to Skykomish as a place for services. The Town and WSDOT discussed signage as part of their 2017 conversation. The results of that conversation related to signage are included in the Appendix to this Transportation Plan. Wayfinding signage within the Town's local streets will allow passive management of parking for recreational tourism without significant enforcement resources. Signage on 5th Street and Cascade Highway which direct visitors to parking shortly after exiting US 2 will limit undesirable parking in residential areas and near businesses.

As the access management on US 2 increases and improvements are made which include medians, planting strips and other open areas within or adjacent to the right of way, Skykomish will add gateway signage, presenting a welcoming message to drivers and reinforcing the message that the part of US 2 that is within the Town's limits is a different environment than the rural highway

east and west of the City. This could contribute to the justification for a reduced speed limit through Town, providing a further safety and mobility benefit to Skykomish residents.

The Town will work with WSDOT on other electronic and intelligent transportation system (ITS) signage within the Town limits and in nearby areas of Snohomish and King County. These signs include speed feedback signs and variable message signs (VMS). Speed feedback signs are an effective method of educating drivers about posted speed limits and increasing compliance with those posted limits. If improvements to US 2 for access management do result in WSDOT and the Town of Skykomish agreeing on a reduced speed limit within the town, speed feedback signs would provide passive enforcement that is aligned with the resources of the Town. The use of VMS to provide drivers with information about corridor congestion between Stevens Pass and Monroe, parking availability at Stevens Pass Ski Resort and other information critical to the emerging recreational economy of the US 2 corridor is of interest to the Town. VMS information can encourage drivers to stop in Skykomish for restaurant and retail offerings as an alternative to waiting in traffic when congestion levels are high. Skykomish-based parking with shuttle services to Stevens Pass Ski Resort and other recreational areas can be better managed using VMS, to the benefit of the Town, WSDOT and the US 2 corridor.

5.4.7 Parking

Currently, the Town of Skykomish has ample parking for residents and day-to-day activities in the Town. Future expansion of hospitality offerings, all-season recreational opportunities at the South Fork Skykomish River, Maloney Peak and nearby Stevens Pass Ski Resort may increase parking demand in the Town from visitors and tourists. A parking master plan will be developed by the Town to preserve mobility for residents and limit the impact of parking traffic on the character of the Town. This parking master plan will include an inventory of existing parking, planned locations for potential parking expansions in Town and in nearby recreational areas, and operational and service plans such as parking shuttles. The Town's parking plan will be closely tied to the wayfinding and signage plan and the active transportation plan. With most of the parking demand related to the expansion of active modal recreation, directing these users to parking that requires a short walk or bike on trails or designated facilities to trailheads, river launches, and other recreational facilities is not seen as an undue burden. The Town has limited resources for enforcement, so a wayfinding signage plan that directs visitors that are unfamiliar with the Town and the location of both parking and recreational sites will be critical to maintaining mobility for residents and offering visitors a positive traffic and circulation experience that encourages them to return for future visits.

5.4.8 Transit

The Town of Skykomish currently does not have transit service but would like to partner with King County Metro to determine the feasibility of a park and ride lot in town. The Town recognizes that extension of the bus service would require intra-county agreements. The Town will continue to encourage the use of King County Metro's Alternative Services including Vanpool and Community Van.

Rail service provided by Amtrak on the BNSF railroad does not currently stop at Skykomish. While the Empire Builder line, which provides service from downtown Seattle, across the country to downtown Chicago, Illinois, passes through the Town, the nearest stop for the train is in Leavenworth, 50 miles to the east. Amtrak customers can get bus service to the Town of Skykomish

as part of purchasing tickets on the Empire Builder line. The Town would like to partner with Amtrak to determine the feasibility of a train stop in Town, serving residents and the nearby tourism and recreational opportunities. The Town would like to partner with WSDOT to investigate the feasibility of shuttle service on the railroad to Monroe. This shuttle service would provide accessibility to the retail businesses in Monroe and allow Skykomish to be connected via connecting routes to the wider Puget Sound area.

5.4.9 US 2 Safety and Access Management Improvements

Because the Town of Skykomish is reliant on funding partners to construct a roundabout at 5th Street and US 2, the following are alternative projects which represent a phased approach to improving US 2. These projects allow the Town to be working towards the same goals as the roundabout, and remaining forward compatible, while carrying a lower capital cost to the Town and funding partners.

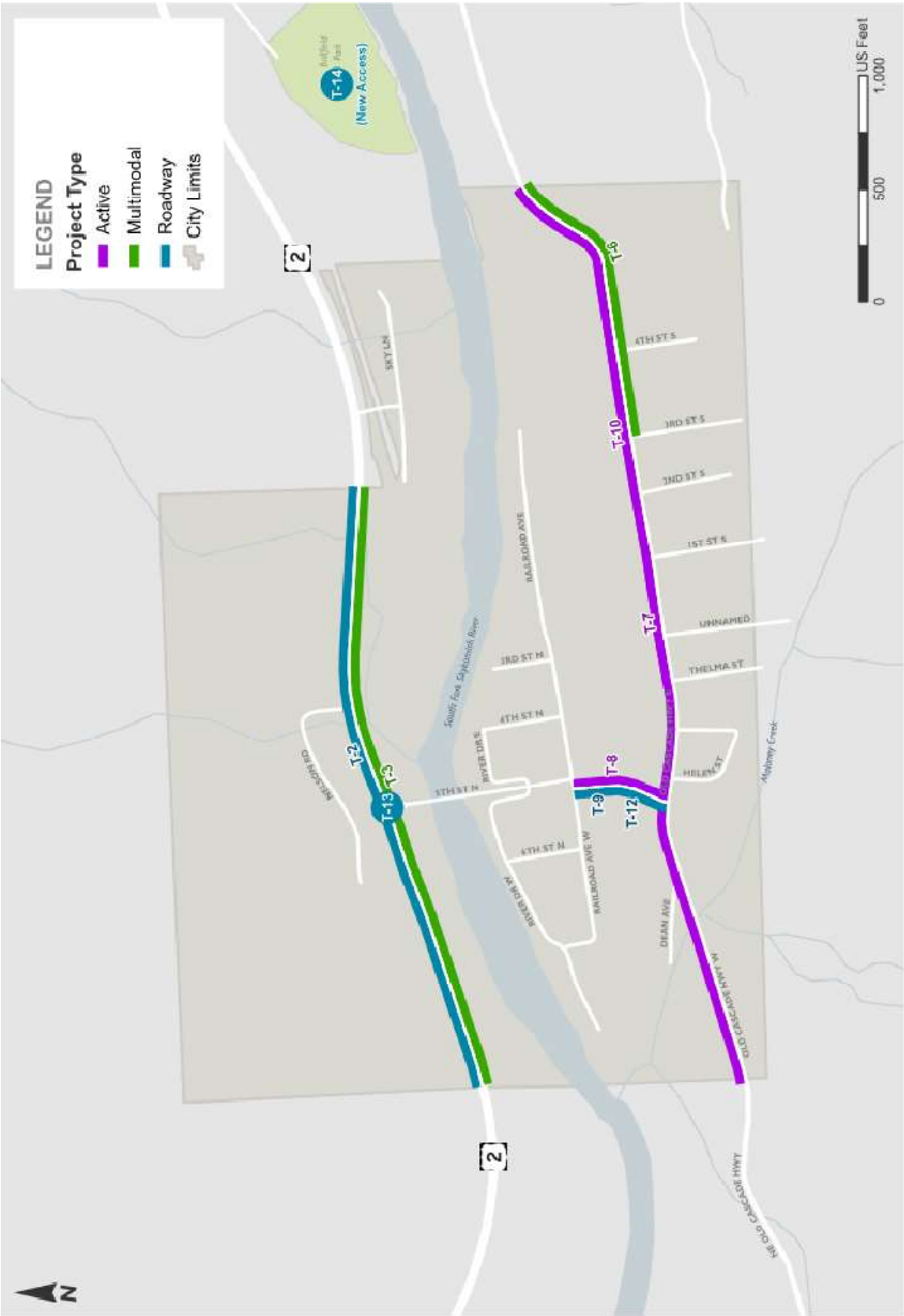
A median, constructed of a curbed section and filled with vegetation, would replace the existing two way left turn lane through the Town. At 5th Street, the medians would become the splitter islands that provide access into the roundabout at this intersection. Medians provide a calming effect on traffic and an opportunity for the Town to establish an aesthetic that raises awareness of the presence of the Town. Gateway signage can be installed in the median, as long as clear zones, breakaway foundations and other requirements for highway median signage are observed.

Medians on US 2 will restrict left turns, making all driveways to properties that front on US 2 right-in-right-out only. To ensure these properties have access to both directions of US 2, while retaining the access control that the Town desires, left turn pockets may be required in the medians. These left turn pockets will establish predictable and controlled locations for these turns and limit their impact on the highway traffic operations and safety.

5.5 Transportation Improvement Plan

Table 7 and Figure 6 provide a summary of the projects in the Town's Transportation Improvement Plan. Prioritization of these projects is included in the 6-year TIP, described in Section 6.3.

Table 7. Town of Skykomish Long Range Transportation Plan							
Map ID	Project Name	Network	Project Limits	Description of Improvements	Cost Estimate	Funding Source or Grant Program	Time Frame
T-1	Complete Streets Ordinance	Multimodal	Citywide	Mandate new roadway projects to include facilities for all users	n/a	Local Funds	2024
T-2	US 2 Access Management	Roadway	US 2 within Town limits	Center median on US 2 to control access, reduce speeds and improve aesthetics and signing opportunities	\$750,000	PSRC; TIB; WSDOT	Short
T-3	US 2 Pedestrian Crossing	Multimodal	US 2 within Town limits	Construct high-visibility flashing crosswalk with advanced warning flashers to alert drivers of pedestrian presence	\$200,000	PSRC; TIB; WSDOT	Short
T-4	Wayfinding & Signage	Roadway	Local Roads	Develop plan and install improved wayfinding signage in Town to guide visitors to businesses, trailheads, attractions	\$100,000	Local Funds; TIB Complete Streets	Short
T-5	Parking Study	Planning / Road	Local Roads	A parking study to determine the parking requirements for new recreation facilities and alternatives such as shuttle service	\$50,000	PSRC; Local Funds	Short
T-6	Railroad Avenue Sidewalks	Multimodal	3rd Street to east terminus	1,000 LF south sidewalk and 300 to 675 LF north sidewalk on East Railroad Avenue	\$400,000	PSRC; TIB; WSDOT	Medium
T-7	Old Cascade Bikeway	Active	Old Cascade Hwy within Town limits	Provide a designated bicycle facility on Old Cascade Highway within the Town	\$150,000	PSRC; TIB; WSDOT	Medium
T-8	5th Street/BNSF Railroad Pedestrian Crossing	Active	5th Street from Railroad to Old Cascade hwy	Improve the active transportation crossing of the BNSF railroad at 5th Street, including pedestrian gates	\$1,500,000	WSDOT HSIP for Rail Crossing Safety	Medium
T-9	Compact Roundabouts	Roadway	5th Street from Railroad to Old Cascade hwy	Feasibility study for compact roundabouts at the intersections of 5th Street with Old Cascade Highway and Railroad Avenue	\$50,000 PE \$150,000 Construction	TIB Complete Streets or WSDOT Ped-Bike Safety	Medium
T-10	Old Cascade Highway Sidewalks Feasibility Study	Planning / Active	Thelma Street to east Town limits	Feasibility study for 2,100 LF sidewalk on each side of East Old Cascade Highway	\$50,000 PE \$1,000,000 Construction	PSRC; Local Funds	Medium
Short- and Medium-Term Estimated Project Costs					\$4,400,000		
T-11	Transit Service	Roadway	Town Center	Connection to other communities	Unkown	King County Metro	Long
T-12	Railroad Quiet Zone	Roadway	5th Street from Railroad to Old Cascade hwy	Install medians, four-quadrant gates and pedestrian gates to improve safety and implement a quiet zone at 5th Street/BNSF railroad crossing	\$2,500,000	Unknown	Long
T-13	US 2 Roundabout	Roadway	5th Street at US 2	Construct a multimodal roundabout	\$7,500,000	WSDOT/Unknown	Long
T-14	Ballfield & Campground Access	Active	City Ballfield Road to 5th Street	Active transportation access to Town ballfield & campground with ped-bike bridge over river or multiuse trail parallel to US 2	\$10,000,000	Unknown	Long
Long-Term Estimated Project Costs					\$20,000,000		



FIGURE

06

transpogroup

Transportation Improvement Plan Projects

City of Skykomish Transportation Element



6 Financing and Implementation Program

6.1 Town of Skykomish Funding

The Town of Skykomish has limited resources for public works improvements of the transportation system, typically expending under \$50,000 per year for transportation maintenance and system improvements. The Town's existing economic base is small and growth rates are low. The Town does collect Real Estate Excise Tax (REET) funds and local property taxes, but these funds are limited by the housing stock in Town. Voter approved bonds or levies could be implemented through future elections.

6.2 Funding Partners and Grant Opportunities

Skykomish is expecting to be reliant on funding partners, including private developers, and state and federal grant opportunities to complete the transportation improvements described in this plan. There are many state and federal grant funding sources available, especially for agencies with populations under 5,000, but some come with requirements that can be challenging. Most grant funding agencies either require or award points for adoption of Complete Streets ordinances, Greenhouse Gas Reduction policies, Local Road Safety Plans, and Vision Zero commitments.

Many grant funding opportunities typically require a local funding match ranging from 5 to 20 percent of the total project cost, but there are some grants that do not require a local funding match. In addition, there are often more administrative and staff resource requirements for federal grants than for state grants, which is an important consideration for the Town of Skykomish.

Puget Sound Regional Council (PSRC)

PSRC grants funding to Rural Town Centers and Corridors (RTCC program) on a biennial basis, in odd-numbered years. As a Town outside of the Urban Growth Area of the Puget Sound, Skykomish is eligible for this funding program. These grants may have local match requirements and may be from federal sources but can be used for project planning and project implementation. This grant program ranks projects based on local and regional policy support, such as this Transportation Plan, mobility, accessibility and safety improvements, innovative solutions, and project readiness.

Transportation Improvement Board (TIB)

TIB has multiple grant programs which are awarded competitively on an annual basis for which Skykomish would be eligible. TIB has programs for expanding sidewalks, pavement preservation and rural roadway corridor improvements. TIB awards funding to cities with less than 5,000 population from a separate source than cities with greater than 5,000 population, so Skykomish will not be competing against the larger cities in the Puget Sound, Central Washington or Eastern Washington for TIB funding.

Small City Arterial Program

The Small City Arterial Program can annually fund projects that preserve, rehabilitate, or reconstruct TIB classified arterials consistent with local needs in incorporated cities and towns with a population less than 5,000. SCAP grants may help to complete local sidewalks, bikeways, and crossings, and possibly work in the US 2 corridor to manage access.

Active Transportation Program

The Active Transportation Program provides funding to improve pedestrian and cyclist safety, enhanced pedestrian and cyclist mobility and connectivity, or improve the condition of existing facilities. This program could help to fund sidewalk, bikeway, crossing, and possibly wayfinding projects in Skykomish.

Complete Streets Program

This grant program requires adoption of a Complete Streets ordinance for Skykomish to be eligible. Complete Streets funding could help to complete sidewalks, bikeways, crossings, compact roundabouts, and possibly wayfinding improvements in Skykomish.

Washington Department of Transportation (WSDOT)

WSDOT has several grant programs which would be able to help the Town expand its active transportation network. Some of these grant programs have local match requirements, which could be challenging for the Town to fund.

Safe Routes to School

The Safe Routes to School program awards funding on a biennial basis in even years to agencies for improvements which expand bicycle and pedestrian routes to schools. The crossing of the railroad at 5th Street, and extending to the school, would be an eligible project for this funding source.

Pedestrian & Bicycle Program

The Pedestrian and Bicycle program provides state funding on a biennial basis in even years for transportation system improvements that enhance safety and mobility for people who choose to walk or bike. These grant funds could help to complete sidewalks, bikeways, crossings, compact roundabouts, and possibly wayfinding improvements in Skykomish.

WSDOT also administers funding for safety improvements through the federally funded Highway Safety Improvement Program (HSIP). The Town may consider this funding for future years, but the use of federal funds can be difficult for small towns.

City Safety Program

The City Safety program provides HSIP funding for projects that reduce fatal and serious injury crashes on city/town streets and state highways using engineering improvements and proven safety countermeasures. This program requires completion of a Local Road Safety Plan that documents crash history and examines proactive systemic opportunities for improvements. These grant funds could help to complete sidewalks, bikeways, crossings, compact roundabouts, and possibly improvements along US 2 in Skykomish.

Rail-Highway Crossings

The Railway-Highway Crossing program provides HSIP funding for safety improvements to reduce the number of fatalities, injuries, and crashes at public street at-grade crossings of railroad tracks. The program must use at least 50% of these funds to install or upgrade protective devices at railroad crossings. Examples include gates, pedestrian crossings, signal systems, and signing.

6.3 Six-Year Transportation Improvement Plan

The Town of Skykomish has a six-year transportation improvement plan (TIP), which includes projects that advance the goals and vision of this transportation plan, and which are achievable given the Town's resources for public works and potential funding partners' anticipated grant award cycles. The TIP includes planning level cost estimates for identified projects to assist the town and partner funding agencies with planning for these capital expenditures. The Town may reduce the number of projects in the TIP or change the anticipated year of construction based on revenue shortfalls or increases or results of grant applications.

The TIP will be updated annually to reflect any completed projects, include new projects and incorporate changes in transportation priorities which may affect projects not yet completed. The focus of the TIP will be prioritized projects in Section 5.9. Annual updates to the TIP will include a review of funding, including grants, and an assessment of the funding impact on projects. The TIP will be presented to the Town Council for public comment, review and adoption by the Council on an annual basis. The TIP will be filed with the Washington State Secretary of Transportation not more than thirty days following its annual adoption by the Council.

Capital expenditures for these projects include costs for a design phase, a right-of-way acquisition phase (if applicable) and a construction phase. Each of these phases of the project can be funded separately, both by the Town and through funding partner agencies.

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Utilities Appendix

Introduction

The Utilities Appendix provides information about private utilities (those not provided by the Town) that serve the Town of Skykomish and its urban growth area, including electricity, telecommunications, and solid waste collection and disposal.

Electricity

Puget Sound Energy locates and operates electrical transmission and distribution system facilities within public right-of-way in accordance with state law and a franchise agreement with the Town of Skykomish. Facilities are also located on property owned by PSE and in easements across other private property.

Electrical power is supplied to the Skykomish area regional transmission grid. Transmission lines carry the power to distribution substations where transformers further reduce the voltage to PSE's standard distribution voltage of 12kV. Distribution lines distribute the power throughout the community from the distribution substation to the customers.

Facilities

The two 115kV transmission lines located within and serving the Skykomish area are Summit - Skykomish and Skykomish-Beverly Park. A single distribution substation is located within the Town. Two 345kV lines and one 500kV transmission line, all on steel towers, run north of Skykomish but do not serve the Town directly. These lines are owned and operated by the Bonneville Power Administration as part of the regional transmission grid.

Future Capacity

Electrical load (consumption) is directly related to (driven by) both local and regional land use development. As local and regional development grows, and therefore electrical demand, additional generation, transmission, and distribution capacity will be needed. Responding to these needs, PSE proposes future improvements to the existing 115kV volt transmission serving the Town. Old poles, insulators and crossarms are replaced as necessary to maintain proper reliability. Larger conductors would be installed, when needed, to provide additional capacity.

Natural Gas

No natural gas service is provided to Skykomish.

Telecommunications

Conventional telephone, fiber optics cable, wireless telecommunication, and cable television are addressed in this section. Interstate and international telecommunication activities are regulated by the Federal Communications Commission (FCC), an independent United States government agency.

Conventional Telephone

Service to Skykomish is provided by Ziply Fiber, the Incumbent Local Exchange Carrier (ILEC).

General Location of Facilities

Telephone services within Skykomish and its planning area include switching stations, trunk lines, and distribution lines. Switching stations, also called "Central Offices" (CO), switch calls within and between line exchange groupings. The CO serving Skykomish is in a building on Railroad Avenue in Skykomish.

Four main "feeder" cable routes extend from each CO, heading to the north, south, east, and west. Connected to these main feeder routes are branch feeder routes. The branch feeder routes connect with thousands of local loops that provide dial tone to every subscriber. These facilities may be aerial, or buried, copper or fiber optic. Local loops can be used for voice or data transmission. A variety of technologies are utilized including electronics, digital transmission, fiber optics, and other means to provide multiple voice/data paths over a single wire. Methods of construction are determined by costs and local regulations.

Forecasted Capacity

The Washington Utilities Trade Commission (WUTC) regulations require Frontier to provide adequate public switched telephone network (PTSN) telecommunications service to provide sufficient capacity to accommodate the growth projected in the Land Use Element.

Wireless Telecommunications

Wireless telecommunication service is provided by broadcasting and receiving radio signals to and from wireless telecommunication facilities and wireless telecommunication devices. Wireless telecommunication facilities consist of base station antennas that serve a local area and connect wireless telecommunication

devices to the regional wireless telecommunication network. Wireless telecommunication antennas must be placed at a height that allows them to broadcast throughout their local area. Antennas are often located on building tops, water tanks, utility towers, and freestanding communication towers.

The site of wireless telecommunication facilities depends on how the system is configured. These sites must be designed so that channels can be reused because the FCC allocates a limited number of channels to each wireless telecommunication company. Topography and other built features can affect signal transmission, so the wireless telecommunication facility is configured to locate the site at an appropriate place to provide the best transmission conditions.

When antennas cannot be located on existing structures, towers (monopoles or lattice structures) are often constructed to support wireless telecommunication facilities. Monopoles range in height from 45 feet to 150 feet. The base of the monopole varies between 24 to 72 inches in diameter, depending on the weight supported. Lattice structures are typically used to achieve higher heights and range from 80 feet to 200 feet or more in height. Lattice towers may be self-supporting or stabilized by guy wires.

Service Area

Wireless telephone service is licensed by the FCC for operation in Metropolitan Service Areas (MSAs) and Rural Service Areas (RSAs). The FCC grants several licenses within each service area. Current licensed wireless service providers for the Skykomish area include AT&T Wireless, Verizon, Sprint, and T-Mobile.

Future Capacity

Expansion of wireless facilities is demand driven. Raising the density of transmission/reception equipment to accommodate additional subscribers follows, rather than precedes, an increase in local system load.

Capital Facilities Appendix

Introduction

The Capital Facilities Appendix is presented in five parts:

1. Projected Demand for Capital Facilities - A summary discussion of the population projections for Skykomish and the capital needs associated with that change, relative to the Town's funding capacity and the requirements of the Growth Management Act that a balance be maintained between needs and funding.
2. Inventory of Municipal Facilities - this section presents summaries of existing inventories and needs projections for capital facilities. Municipal facilities are those that are owned and operated by the Town, or for which the Town has or should have a capital plan, such as Town offices, maintenance facilities, park facilities, and water facilities. Municipal capital facilities such as the Town's transportation system are addressed in the Transportation their respective Elements.
3. Other public facilities or services - those facilities or services that may not be owned and operated by the Town, or that are provided through contractual arrangements with the Town, such as Police, Fire, and Schools, are also presented.
4. Future Needs - This section identifies the existing and capital needs to be addressed by the Town in the future.
5. Potential Funding Sources - This section summarizes potential funding sources that may be used to support needed capital facilities.
6. Capital Improvement Program - The Town's 20-year capital improvement program, which identifies projects and potential funding for these projects, is summarized at the end of the Appendix.

The Capital Facilities goals and policies, which provide overall direction for capital facilities decisions, are presented in the Capital Facilities Element.

Projected Demand for Capital Facilities

General Growth Projections

According to the King County 2044 growth targets, which form the basis of the Land Use Element of the Comprehensive Plan, the Town of Skykomish could experience an increase of 10 new housing units over the next twenty years. Based on an average

household size of 2-2.5, this would result in approximately 20-25 additional persons by 2044.

As noted in the Land Use Appendix, Skykomish has experienced inconsistent population trends, making these figures advisory rather than predictive. After reviewing the projections and underlying assumptions, it was determined that for planning purposes, the most prudent course was to assume a uniform allocation of the projected growth over the 20-year period rather than trying to predict year by year economic cycles.

To be sure, growth will not occur precisely as projected over the next six-year or even the 20-year period. Recognizing this fact, the drafters of the Growth Management Act required that the Capital Facilities Plan be updated at least biennially. In this way, local governments have the opportunity to reevaluate their forecast in light of the actual growth experienced, revise their forecast if necessary, and adjust the number or timing of capital facilities that are needed

This Capital Facilities Plan should be updated annually as part of the Town's budget process, thereby ensuring that the Plan reflects the most current actual statistics related to growth in Skykomish, and that capital facilities are slated for implementation in accordance with both the level of service standards and the Town's concurrency policies.

Method for Using Levels of Service

Level of service (LOS) standards are quantifiable measures of the amount of public facilities that are provided to the community. Level of service standards may also measure the quality of some public facilities. Typically, measures of LOS are expressed as ratios of facility capacity to demand. Because the need for capital facilities is determined largely by the adopted LOS, the key to influencing the Capital Facilities Program is the selection of the LOS standards.

LOS standards are measures of the quality of life of the community. The standards should be based on Skykomish's vision of its future and its values. The final, legal authority to establish an LOS rests with the Town Council because the Town Council enacts the LOS that reflects the community's vision. The Town Council's decision should be influenced by 1) formal recommendations of the Planning Commission; 2) providers of public facilities; 3) formal advisory groups; 4) the general public through workshops and other public involvement programs and 5) staff with appropriate experience and expertise. Adopted LOS standards are contained in the Capital Facilities Element. LOS standards associated with transportation facilities are listed in the Transportation Element.

Level of Service Standards

As required by the Growth Management Act and articulated in Policy T-P45, the Town has adopted an intersection LOS standard of "C" for transportation. The Town does not adopt LOS standards for any other capital facilities.

Park demand in a small town is sometimes difficult to define in terms of a ratio measuring population to park land. If the Town were to apply national standards, the size of park indicated by the Town's population would be too small to be of much value to the community. Skykomish park needs should be identified in terms of community activities desired, and the park land level of service defined in terms of those needs balanced with the town's ability to purchase, develop, and maintain the park. This Plan does not propose level of service standards for parks.

Inventory of Municipal Facilities

Introduction

This section considers the existing conditions for the following public facilities, as well as identified current needs:

- **Town Services**
 - Water Supply
 - Stormwater Management
 - Sanitary Sewer Facilities
 - Solid Waste Management
- **Town Facilities**
 - Town Offices and auxiliary buildings
 - Public Works Maintenance Building
 - Town Vehicles and Equipment storage facility
 - Parks: Skykomish Ball Field / Depot Park
 - Water Supply, Storage, and Distribution Facilities
 - Town-owned residential building rentals
- **Properties (see Table CF-1)**
- **Other (Non-Municipal) Public Facilities and Services**
 - Law Enforcement Services
 - Fire Station with Fire and Emergency Medical Services (EMS)
 - Library
 - Community Meeting Facility
 - School Facilities

Town Services

Water Supply, Storage, and Distribution Facilities

The Town owns, maintains, and operates its own water distribution system. The water system was originally constructed in the early 1900s. Skykomish has responded to the new laws and regulations to the best of its abilities, using grants and loans to provide maintenance and upgrades to the system. The Comprehensive Water Plan for the Town was adopted in 1993 and is currently in the draft review process with an anticipated adoption in 2025.

Water Source Description and Protection

The Town acquires its water through groundwater provided by two wells, located to the east of the Town. The newer of the two wells (drilled in 1979) is 225-feet deep and 12-inch in diameter. The other well, located 30-feet to the north, extends to a depth of 255-feet. The wells surface at the pump station, a 100 square foot building located 73925 Old Cascade Highway. The pump station was built in 1995 and has subsequently been upgraded.

The wells are used in an alternating manner to ensure that there is a backup source available. The Town owns both wells. In 2003, the Town updated the pump station electrical system to enable the use of auxiliary power sources in the event of a power outage.

The Town owns properties surrounding the wells and has easements through private properties in the areas adjacent to the well site. In order to protect the well, land uses proposed for the area between 250 and 300-feet surrounding the wellhead are evaluated by King County and the Department of Health. In addition, the Town water system has a cross-connection control program in force that prevents backflow of harmful materials from contaminating the water supply.

Water Quality

The town supplies and has supplied in the past, a safe and healthy water product. This is demonstrated by consistently satisfactory bacteriological test results. The Skykomish water system has also implemented a coliform monitoring plan, which describes the purpose of the monitoring, defines acceptable bacteriological thresholds, and defines how and where the bacteriological samples that are taken on a monthly basis shall be gathered.

Distribution System: Pump Station

The distribution system is made up of various types and sizes of piping, ranging from 10-inch asbestos concrete to 2-inch PVC piping. Other piping materials used are ductile iron and galvanized iron.

Fire Flow

There are approximately 20 fire hydrants in the system. Additional hydrants are not planned at this time. The system was evaluated in 2003 under the Washington Survey and Rating Bureau standards and determined to have a Public Protection classification (ISO) of 8 (out of a possible 10). This system inventory reflects adequacy of water line size, number and type of hydrants, hydrant accessibility, etc. The system of water mains was redone in 2010 and therefore anticipate equal or better rating now.

In order to ensure the proper functioning of the Town's hydrants, the Town conducts a hydrant flushing program in the spring and fall of each year.

Storage: Water Tower

The Town water tower is located on land leased from the US Forest Service. The Town continuously maintains 222,000 gallons of water in the 287,000-gallon- capacity water tower tank. The water tower is owned and maintained by the Town, 2003 upgrades included tank cleaning and maintenance with a major cleaning last performed in 2022.

Service Connections

The Skykomish Water System serves the Town of Skykomish and portions of unincorporated King County in the immediate area. There are currently 234 service connections within the Skykomish water system service area.

Approximately 33 of those connections lie outside the Town limits. The Department of Health has established a service connection capacity of 250 connections, under current conditions.

Stormwater Management

The Stormwater Management Plan for the Town of Skykomish was adopted in 2014. The Plan discusses current stormwater facilities, existing deficiencies, future needs, maintenance activities, and recommends stormwater fees. The Town's stormwater system has nearly doubled since 2006. The BNSF cleanup and design of the Town's sewer collection system both resulted in significant improvements to the Town's stormwater system. Additionally, the Maloney Creek Rehabilitation project in 2011 resulted in sediment removal and enhanced stream capacity through part of the Town.

The Town's system consists of approximately 2-miles of stormwater piping, a half-mile of ditches, 79 catch basins and drain manholes, one detention pond, 7 outfalls to

the South Fork of the Skykomish River, and 3 outfalls to Maloney Creek. The Stormwater Management Plan includes a detailed inventory.

<u>Stormwater Facilities</u>	<u>Units</u>
Total Pipe	10,022 linear feet
Ditches/Unnamed Stream	2,356 linear feet
Type-I Catch Basins	69
Type-II Catch Basins	10
Detention Pond	1

Maintenance Activities

While the Town's system has nearly doubled in size since 2006, there are no additional resources to maintain it. Maintenance activities should include facility inspection, pipe and catch basin cleaning, and ditch mowing and maintenance. Additionally, the Town uses sand on its roadways during winter snow conditions which accumulates within the catch basins and conveyance system and over time, will reduce its capacity unless periodic cleaning is conducted.

The Stormwater Management Plan identifies financing alternatives. Currently there is no dedicated fund to cover basic operation and maintenance expenses.

Residential Development

New residential development is required to comply with the adopted Department of Ecology Stormwater Management Manual.

Sanitary Sewer Facilities

The General Sewer and Facilities Plan was prepared for the Town in 2007. The plan provided a strategy for developing a centralized system for wastewater collection, treatment and disposal that would replace the substandard septic systems with all planned action implemented and now complete.

Collection System

The Town currently operates a STEP system. Primary treatment of sewage takes place in individual septic tanks located at each residence or business. The septic tanks are owned by the Town and maintained by Town staff. The sewage is collected and the effluent is pumped once it accumulates in the tanks. After the tanks, the effluent enters the Town's collection system. The effluent goes to the Town's wastewater treatment plant, where secondary treatment takes place.

Since the effluent does not contain solids, the collection system consists of smaller pipes and fewer manholes than a traditional sewer system. There are cleanouts for the Town to flush the system if necessary.

Waste Water Treatment Facility and Drain Field

The wastewater treatment facility and drain field are located in unincorporated King County on a parcel owned by the Town. The treatment system is a recirculating gravel filter. Treated effluent from the gravel filters flows through additional settling tanks and a UV disinfection prior to the drain field pump station. The drain field is located on a parcel leased from WSDOT Aviation. The drain field is constructed with gravel-less chamber units covering 10 zones. The wastewater treatment facility and drain field are connected with two 4-inch PVC force mains along NE Old Cascade Highway and through part of the WSDOT Aviation property.

The wastewater treatment facility has an annual average flow capacity of 20,500 gallons/day, a maximum month flow capacity of 41,000 gallons/day, a maximum day flow capacity of 61,500 gallons/day, and a peak hour flow capacity of 82,000 gallons/day.

Town Facilities and Properties

Town Offices

Town offices are located in the Town Hall located at 119 4th Street N. The building was built in 1932 and is 1,200 square feet in size. The building houses the Clerk/Treasurer office and provides meeting space for the Town Planning Commission and Town Council. The Town employs one Clerk/Treasurer full-time.

The building is retrofitted to ADA standards.

Public Works Facilities

Maintenance Building

The Town owns a 1,600 square foot garage located at 110 Railroad Avenue. The lower floor of the building is used as a maintenance shop for Town equipment. The upper floor is used by the King County Sheriff's office as a local substation. The Town employs two part-time public works employee.

The building was built in 1940 and is in generally good condition, except for the lack of an emergency exit from the second floor. Previous emergency stairs were in disrepair and removed as a safety hazard; the Town has not yet authorized replacement of the stairs. The only emergency exit available to the second floor is a rope ladder that can be thrown out a window.

**Table CF-1:
Town Owned Property Inventory**

Map ID	Use	King County Parcel No.	Acres
<i>Town Owned Properties (within Town limits)</i>			
1	Town Hall	7807800610	0.12
2	King County Sheriff Sub-Station	7807800670	0.10
3	Forest Service Compound	5061300200	4.08
4	Skykomish Park	2626119111	6.40
5	ROW (Rail Road Ave, Shoreline)	2626119012	1.97
6	ROW (River Dr W & 6 th St N)	2626119018	1.19
7	ROW (Dean Ave)	2626119121	0.65
8	ROW (4 th St N)	7807800435	0.59
9	ROW (River Dr E)	7807800505	0.05
10	ROW (River Dr E)	7807800580	0.06
11	ROW (River Dr W)	7807800720	0.19
12	ROW (River Dr W)	7807800740	0.16
13	ROW	5060800070	0.11
14	Vacant	2626119061	0.18
15	Vacant	5061300150	0.16
16	Vacant (Shoreline)	7807800060	0.04
17	Vacant (Shoreline)	7807800150	0.09
18	Vacant (Shoreline)	7807800185	0.03
19	Vacant (Shoreline)	7807800330	0.04
20	Vacant (Shoreline)	7807800385	0.03
TOTAL ACREAGE			16.24
<i>Town Owned Properties (beyond Town limits)</i>			
21	Waste Water Treatment Facility	2526119025	2.34
22	“Burn Dump”	5063300240	1.2
23	“Burn Dump”	5063300270	0.4
TOTAL ACREAGE			3.94

Other (Non-Municipal) Public Facilities and Services

Law Enforcement Facilities

The Town of Skykomish contracts with the King County Sheriff's Office for law enforcement services. Under this contract, Sheriff's Office operates a substation with one full-time deputy (on a varied schedule), providing the town with law enforcement 24-percent of the time. Two State Patrol officers also work out of the town, providing a law enforcement presence in Skykomish. Response times for law enforcement calls vary from several minutes to much longer.

The Town would like to be able to expand law enforcement services to provide an around-the-clock response.

Fire and Emergency Medical Services (EMS)

The Town contracts with King County Fire District #50 for fire protection and emergency medical services. The Town was annexed into the Fire District in 2009. The Fire Hall is located at 105 West Cascade, the property was purchased from the Town in 2009. District staff include one full-time paid Fire Chief and Fire Fighter, and 28 volunteer fire staff.

Skykomish medical services are a King County Basic Life Support EMS agency. In 2006 the District established the Skykomish Valley Fire Rescue which is a joint board with Snohomish County Fire District #26 Gold Bar for Advanced Life Support (paramedic). The paramedics are licensed through Snohomish County.

The District has 2 fire trucks located in Skykomish and one in Baring, and has 3 ambulances in Skykomish and one in Baring. Paramedic Service is provided out of Monroe, along with a part time volunteer program out of Skykomish. King County operates on a tiered response system. Depending on the nature of the call a paramedic unit may be assigned along with a Basic Life Support unit. Paramedic units are normally based out of the Gold Bar station. The nearest Hospital is located in Monroe.

Library

The Town of Skykomish participates in the King County Library System. The Skykomish branch of the King County Library is located in a leased building at 100½ 5th Street.

Community Meeting Facility

The community meeting facilities available are owned by School District #404. The facilities, located at 200 Railroad Avenue, have been made available to the Town for official public functions at no cost.

School Facilities

Skykomish residents are served by Skykomish School District, #404. The district serves the nearby King and Snohomish County area and has total enrollment of approximately 52 students. The school district operates the Skykomish Elementary School (K-8) and the Skykomish High School (9-12) out of the District's facility at 105 Sixth Street in Skykomish.

The Town is required to adopt by reference the most recently adopted Capital Facility Plans for the Skykomish School District. The school also provides recreational facilities such as a basketball court and play equipment available to the community on its site.

Future Needs - Town Services

Water Supply, Storage, and Distribution Facilities

As the population increases, the Town will need to ensure that the tower meets federal and state requirements. The Department of Health has established a service connection capacity of 250 connections, under current conditions. In order for additional connections to be permitted, the Town would need to make improvements to the water system, including probably adding another well.

Stormwater Management Facilities

The Town has adopted the Puget Sound Water Quality Management Plan and a Stormwater Management Plan, however it has not implemented any water quality stormwater or water quality management policies. These plans identify and model the storm system, document water quality issues, recommend a stormwater facilities program, and outline needs for the stormwater Capital Improvement Program. The Stormwater Management Plan also recommends that the Town form a stormwater utility.

In recent years, fish species present in the Skykomish River have been listed as threatened or endangered under the Endangered Species Act. In order to avoid a finding that, as a result of the Town's action, or inaction, the habitats of these fish species were impacted, the Town should consider, at a minimum, compliance with the recommendations of the Stormwater Management Plan.

Sanitary Sewer Facilities

The Town adopted the General Sewer and Facilities Plan in 2007, and the construction of the STEP sewer system is scheduled to be complete by August, 2015. All occupied residences and businesses are connected to the sewer. Properties currently vacant are not connected. The waste water treatment facility is designed for an ultimate population of 392 people.

Fire and Emergency Medical Services

The Town contracts for this service; as population pressure increases and the medical needs of the Town's population change, the Town may want to expand its service agreement, however the facility is not expected to need expanding during the planning period.

Law Enforcement Services

The Town contracts for this service; as population pressure increases, the Town may want to expand its service agreement, however the facility is not expected to need expanding during the planning period.

Town Facilities and Properties

Town Offices

Existing Town office space is adequate and should be sufficient to accommodate functions necessary to serve the population projected within the planning period. An evaluation may be needed to determine space requirements to accommodate additional staff if and when the Town administration increases to accommodate a larger population.

Public Works Facilities

The Town has not adopted a specific LOS standard for public works facilities. Based on existing usage and demand, the Town expects the existing facility to be adequate throughout the planning period, however safety deficiencies in the existing building should be completed within the next two years. Due to the condition of the existing public works pickup, an additional vehicle will be needed in the near future.

Parks

Currently, the park land available to the majority of the community (that is, the portion of the town on the south side of the Skykomish River) is Depot Park and Town Center Park. These parks are accessible to pedestrians and do not require traveling along the shoulder of US 2 to gain access. Community interest in developing a pedestrian walkway to the Skykomish Ball Field Park is necessary to provide safe access to this park.

Library

The Town contracts for this service; as population pressure increases, the Town may want to expand its service agreement, however the facility is not expected to need expansion during the planning period.

Community Meeting Facility

The Town is not expected to need additional meeting space during the planning period.

Summary of Six-Year and Twenty-Year Capital Facilities Costs

The Six Year Capital Facilities Plan is included in the Town's overall budget, which is annually updated and available for review at Town Hall and presented below. A summary of the Town's 20-year Capital Facilities Plan is also presented below.

Table CF-2
6- and 20-year Capital Improvement Program
General Facilities

Project	Priority	Estimated Cost	Funding Sources
<i>General Facility 6-Year CIP</i>			
Highway 2 Town Entry signage	High	\$70,000 - \$80,000	General Fund, Grants
Bunkhouse Improvements	High	\$TBD	Developer Extensions
Affordable Compound Housing Units	High	\$TBD	Developer Extensions
Energy backup facilities	High	\$TBD	Grants
Community Public Restrooms	Med	\$TBD	Grants
<i>General Facility 20-Year CIP</i>			
Compound PW Shop upgrades			

Note: Town capital facilities planning is underway and is expected to result in a more definitive list of projects, priorities, and costs depending on outside funding or improvements necessary for and funded by private developments.

Table CF-3
6- and 20-year Capital Improvement Program
Water Facilities

Project	Priority	Estimated Cost	Funding Sources
<i>Water 6-Year CIP</i>			
Telemetry system improvements	High	\$31,000	Grants, User Fees, General Fund
Leak Repairs	High	\$20,000-\$50,000	Grants, User Fees, General Fund
Assess and expand water system	Med	\$TBD	Grants, User Fees, General Fund
<i>Water 20-Year CIP</i>			
Water Tower Improvements			

Table CF-4
6- and 20-year Capital Improvement Program
Sewer Facilities

Project	Priority	Estimated Cost	Funding Sources
<i>Sewer 6-Year CIP</i>			
Assess sewer system	High	\$10,000	Grants, User Fees, General Fund
Expand sewer system (if needed)	Low	\$TBD	Grants, User Fees, General Fund
Lift Station repair	High	\$15,000-\$20,000	Grants, User Fees, General Fund
<i>Sewer 20-Year CIP</i>			
<i>TBD</i>			

Table CF-5
6- and 20-year Capital Improvement Programs
Stormwater Facilities

Project	Priority	Estimated Cost	Funding Sources
<i>Stormwater 6-Year CIP</i>			
Culvert Replacement & Repair	Medium	\$170,000 - 200,000	Grants; General Fund
<i>Stormwater 20-Year CIP</i>			
<i>TBD</i>			

Table CF-6
6- and 20-year Capital Improvement Programs
Parks Facilities

Project	Priority	Estimated Cost	Funding Sources
<i>Parks 6-Year CIP</i>			
Ballpark Park Improvements for hosting	High	\$20,000-\$30,000	KC Park Levy Funding
Bathroom Upgrades (showers)	Med	\$100,000	KC Park Levy Funding
Riverfront Property acquisition	Med	<i>\$TBD</i>	KC Conservation Futures Grant
<i>Parks 20-Year CIP</i>			
Pedestrian Bridge (Railroad Ave to Park)			
Ballpark Park RV Camping Hookups			
Park Facility entry at Compound/Maloney Creek			

Public Participation Appendix

Skykomish 2024 Comprehensive Plan Community Survey

55

Responses

27:34

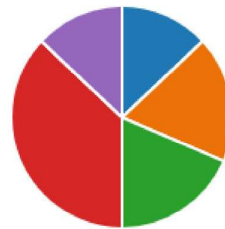
Average time to complete

Active

Status

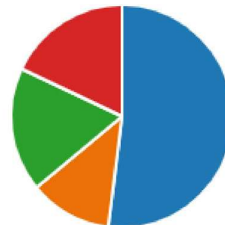
1. How long have you lived in the Town of Skykomish or surrounding area?

Less than 3 years	7
4 to 9 years	10
10 to 19 years	10
20 + years	20
I do not live in Skykomish or sur...	7



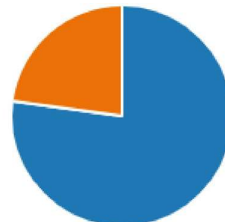
2. Do you live/own/rent in Town or surrounding area?

I live and <u>own property</u> in Town ...	26
I live and <u>rent</u> in Town (if so, pro...	6
I live nearby but just outside of ...	9
I own property but do not live i...	9



3. I live in Skykomish and:

my residence in Town is my pri...	27
my residence in Town is my sec...	8



4. I live in the surrounding area just outside of the Town's city limits and my neighborhood is (example *Baring, Grotto* etc.):

14
Responses

Latest Responses
"Monroe"
"Old Cascade HWY"
"Next to the KC Dump site"

[Update](#)

2 respondents (18%) answered **Baring** for this question.

Money Creek Grotto Timberlane Milltown
Old Cascade **Baring** Stevens Pass
Town of Skykomish East end Foss River

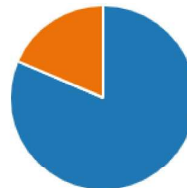
5. Do you work and/or own a business in Skykomish?

- I both live and work in Skykomish 12
- I own a business, but do not wo... 6
- I work, but do not live, in Town 7
- I live in Skykomish but I am retir... 9
- I neither work nor own a busine... 19



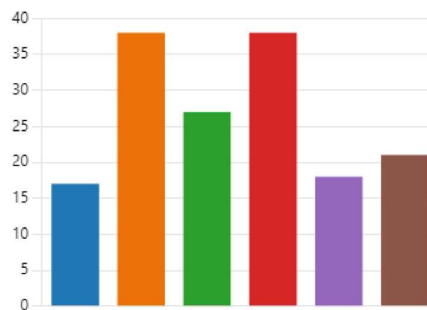
6. Do you feel informed about what is going on within the Town?

- Yes 44
- No 10



7. How do you stay informed about Town updates and information?

- Town website 17
- Social Media Postings 38
- Physical Postings (Deli, Post Offi... 27
- Word of mouth from neighbors/... 38
- Viewing/attending Town Meetin... 18
- Public Announcements 21



8. What is the desired character or vision you envision for the Town of Skykomish

43
Responses

Latest Responses

"Small, clean mountain town"

"A place with more affordable housing for people that work here! More eatin..."

"Almost like a small Leavenworth, plenty of fun activities to draw in tourists. "

🔄 Update

18 respondents (45%) answered **town** for this question.

town citizens Town of Skykomish community with access
Town America outdoor business that make the Town
entry to town place town community systems in town
town with shops people way small town railroad town
Town feel supportive of the town town residents town folk

9. What amenities do you value most in Town?

50
Responses

Latest Responses

"Gas station, LouSkis deli"

"All the businesses, river access"

🔄 Update

11 respondents (23%) answered **Sky** for this question.

local businesses coffee shop School clean air Small businesses
food options Post Office library Sky Whistling Post
Sky Artworks Water business deli Food Cascadia
Sky River food bank sky artart gallery

10. What new amenities do you want to see added in the next 20 years?

51
Responses

Latest Responses

"Affordable housing"

"Affordable long-term rentals for people who live here and dining option for ..."

"Tennis court replaced with skatepark, sledding hills, go kart track"

🔄 Update

8 respondents (17%) answered **grocery store** for this question.

gas station Bus sidewalks thrift store Public transportation
Public restrooms park grocery store Public
General store hardware store Housing town service Amtrak stop
grocery/hardware hardware and groceries public bathrooms store and transit
hardware and groceries

11. Do you think there is a need for additional parks/recreational opportunities in Town?



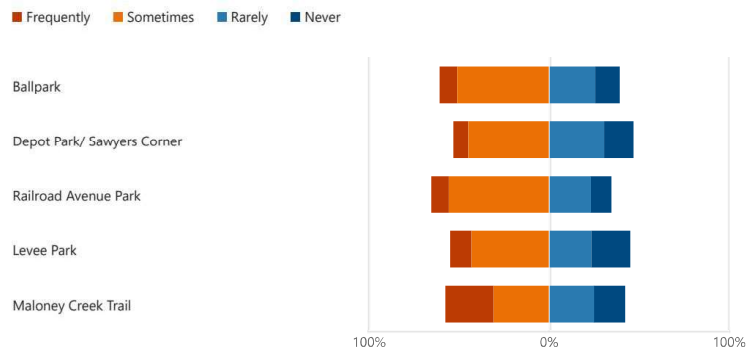
12. If yes, what parks/recreational opportunities should be identified for development and/or acquisition?



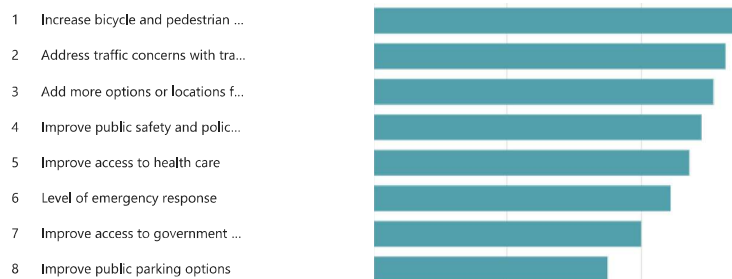
14 respondents (48%) answered **park** for this question.



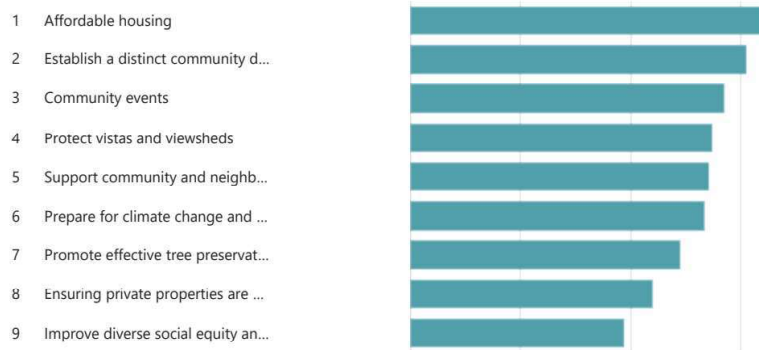
13. Which Parks/Recreational areas in Town do you utilize/visit?



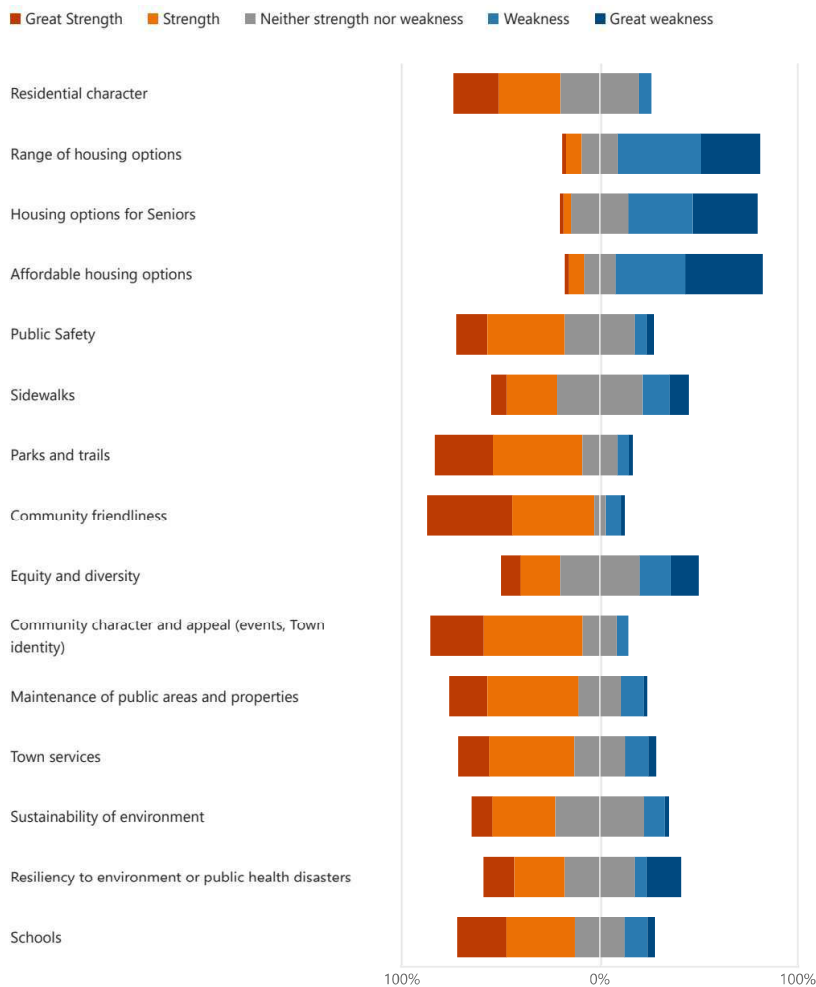
14. Please rank in priority (top to bottom click and drag your preferred order) your priorities for community infrastructure and development to address over the next 20 years



15. Please rank in priority (top to bottom click and drag your preferred order) your priorities for community character, design and social values to address over the next 20 years



16. When considering existing housing and residential areas, identify if each of the following is a strength or weakness for Skykomish today.



17. Please rank in priority (click and drag your preferred order) your desire for capital investment for infrastructure projects within Skykomish.



18. Are there any other considerations the Town should make when mapping out infrastructure projects and priorities over the next 20 years? Please share any comments, concerns, or priorities you may have.

41
Responses

Latest Responses

"AirBnB reduction"

"Biking trails for Maloney Peak with shuttle service."

Update

11 respondents (28%) answered **Town** for this question.



19. The State's Growth Management Act requires the Town of Skykomish to adopt a 20-year comprehensive plan to address growth in the community. This includes focus on Land Use, Housing, Transportation, Capital Facilities, Utilities, Economic Development, Historic Preservation and Parks. What are three objectives you would like to see accomplished in this Comprehensive Plan update?

46
Responses

Latest Responses

"1. Housing; 2. Transportation"

"1. Escape route/Miller River washout fixed; 2. Affordable long-term rentals f..."

"1. Bringing an Amtrak stop back to Skykomish; 2. More full-time residents a..."

Update

10 respondents (24%) answered **affordable housing** for this question.



20. Lastly, do you have any additional comments or feedback to share with the Town?

33
Responses

Latest Responses
"Invest in town infrastructure."

"I want to see Skykomish thriving like i did growing up here in the 80's and 9..."

 Update

10 respondents (33%) answered **town** for this question.



A word cloud of responses to the question. The words are in various shades of teal and black. The most prominent words are "town", "Thanks", "community", "lot", "town of Skykomish", "benefit to the Town", "entrance to the town", "gas station", "town liable", "community and a lot", "opportunities for people lots need", "town's resources", "residents of the town", "parking lot", "small town", "w/town", "people in town", "lot of infrastructure", and "little town".