



A GREAT NORTHERN TOWN

COMPREHENSIVE PLAN

2015 Update

COMPREHENSIVE PLAN

Updated – 2015

CONTRIBUTORS

Mayor

Tony Grider

City Council

Desirae Bearden

Gene Egan

Mike Janasz

Henry Sladek

Kevin Weiderstrom

Planning Commission

Debbe Koch

Mike Pierce

Kim Sweeney

Gary West

Rich Yarges

City Staff

Deborah Allegri

Consultants

Roger Wagoner, BHC Consultants

Abby Weber, BHC Consultants

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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.

Community leaders, elected officials and the public participated in Town planning efforts in the early 1990s. That process led to the development of a community vision that provided the basis for the Town's first comprehensive plan, adopted in 1993. This plan builds upon that foundation, and updates to provide consistency with new state and local plans and regulations, as well as provide a framework for local decision-making.

In order to be useful, a comprehensive plan must not only provide a vision for the future, it must also help with practical daily decisions. The Plan will help Skykomish be prepared for change, and enable it to bring about the change that it wants. 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

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 2015 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 2015 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 time frame for a comprehensive plan is twenty years, many of its policies and actions will affect the community well into the future.

Why is a Comprehensive Plan Needed?

Many of the regular decisions made by officials have a significant impact on how the community develops and functions. A comprehensive plan coordinates and guides individual decisions in a manner that moves the community towards its overall goals.

It is important to consider the goals of the **GMA**. RCW 36.70A.020 outlines the goals with which this Plan must comply. They are as follows:

1. Encourage development in urban areas where adequate public facilities and services exist or can be provided in an efficient manner.
2. Reduce the inappropriate conversion of undeveloped land into sprawling, low-density development.
3. Encourage efficient multi-modal transportation systems that are based on regional priorities and coordinated with county and Town comprehensive plans.
4. Encourage the availability of affordable housing to all economic segments of the population of this state, promote a variety of residential densities and housing types, and encourage preservation of existing housing stock.
5. Encourage economic development throughout the state that is consistent with adopted comprehensive plans, promote economic opportunity for all citizens of this state, especially for unemployed and for disadvantaged

persons, and encourage growth in areas experiencing insufficient economic growth, all within the capacities of the state's natural resources, public services, and public facilities.

6. Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.
7. Applications for both state and local government permits should be processed in a timely and fair manner to ensure predictability.
8. Maintain and enhance natural resource-based industries, including productive timber, agricultural, and fisheries industries. Encourage the conservation of productive forest lands and productive agricultural lands, and discourage incompatible uses.
9. Retain open space, enhance recreational opportunities, conserve fish and wildlife habitat, increase access to natural resource lands and water, and develop parks and recreation facilities.
10. Protect the environment and enhance the state's high quality of life, including air and water quality, and the availability of water.
11. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.
12. Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time of occupancy and use without decreasing current service levels below locally established minimum standards.
13. Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Functions of a Comprehensive Plan

A comprehensive plan serves many functions, including policy determination, policy implementation, and communication/education.

Policy Determination

First, it encourages government officials to look at the big picture, to step away from current pressing needs to develop overriding policy goals for their community. Second, it allows the elected officials to explicitly state the policies that are guiding their decisions so that those policies may be viewed critically and subjected to open and democratic review.

The plan serves to focus, direct, and coordinate the efforts of local government by providing a general comprehensive statement of the community's goals and policies.

Policy Implementation

A community can move more effectively toward its goals and implement its policies after they have been agreed to and formalized through the adoption of a comprehensive plan. A comprehensive plan is a basic source of reference for officials as they consider the enactment of ordinances or regulations affecting the community's physical development (e.g., a zoning ordinance or a particular rezone), and when they make decisions pertaining to public facility investments (e.g., capital improvement programming or construction of a specific public facility). This ensures that the community's overall goals and policies are furthered, or implemented, by those decisions.

A plan also provides a practical guide to officials as they administer ordinances and programs. This ensures that the day-to-day decisions of Town staff are consistent with the overall policy direction established by the elected representatives.

Communication and Education

A comprehensive plan communicates to the public and to Town staff the policy direction of the Council. This allows the staff, the public, private developers, business people, financial institutions, and other interested parties to understand local policy on any particular issue. As such, a plan provides predictability. Everyone is better able to plan individual activities knowing the probable response to their proposals and to protect investments made on the basis of policy.

In addition, a comprehensive plan educates the public, the business community, the staff, and the elected official on the workings, conditions, and issues within their community. This can stimulate interest in the community affairs and increase the citizen participation in government.

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.

Amending the Comprehensive Plan

For the Plan to function as an effective decision making document, it must be flexible enough to accommodate changes in public attitudes, developmental technologies, economic forces and legislative policy, yet focused enough to insure consistent application of development principals. The GMA requires that the Town establish a public participation program that identifies the procedures and schedules to be used to update or amend the Plan.

Types of Amendments

King County and the Town of Skykomish are required to review their comprehensive plans and development regulations at a minimum interval of every eight years. In addition, the GMA establishes that a governing body is generally not permitted to amend the Plan any more frequently than once a calendar year, except in cases of emergency. Proposed amendments must be consistent with the GMA, the Puget Sound Regional Council Multi-County Policies and the King County Countywide Planning Policies (CPP). In addition, proposed amendments

must be reviewed relative to the plans of adjacent jurisdictions, and all proposed amendments proposed in any one year must be considered concurrently so that the cumulative effect of the various proposals can be determined.

Under certain circumstances, amendments may be considered more frequently than once per year, such as: The initial adoption of a subarea plan; The adoption or amendment of a shoreline master program; The amendment of the capital facilities element of the plan that occurs concurrently with the adoption or amendment of the Town budget; To resolve an appeal of a comprehensive plan filed with a Growth Management Hearings Board or with the court, and; The Town of Skykomish permits consideration of two types of plan amendments:

Comprehensive Plan Periodic Update

Review of the Plan is conducted no less frequently than every eight years in response to the GMA requirement, and to respond to King County's review of designated urban growth areas, and the densities permitted within both the incorporated and unincorporated portions of each urban growth area. The eight-year review will examine the entire Plan, including a reevaluation of goals, population projections and land densities, and a review of land use, transportation, environmental, parks, and community facility policies and proposals.

Annual Plan Review and Amendment

The second type of plan review and amendment relates to site-specific requests and minor policy changes. In some cases, amendments to the Plan may be necessitated by amendments to the GMA or CPP, or changes in federal or state legislation. These types of Plan amendments or development regulations may be undertaken once a year, and may be recommended by the Town Council, Planning Commission, Town staff, or any citizen.

The Town requests that Plan amendment proponents provide the following information in their application for amendment:

- A statement of what is proposed to be changed and why.
- A statement of the anticipated impacts of the change, including geographic area affected and issues presented.
- A description as to how the proposed change is consistent with other goals and policies.
- A description of any changes to development regulations, capital improvement programs, or other plans required for implementation.

Review and Plan Amendment Process

The annual review and plan amendment process provides an opportunity to refine and update the Plan and to monitor and evaluate the progress of the implementation strategies and policies incorporated therein.

This annual review and plan amendment process provides the method by which the Town, private property owners, developers, community groups, or individual citizens may request changes to the planned land uses on property or propose changes to the goals and polices of the Plan. The process affords the opportunity to refine the Plan based on changing conditions and community needs.

During the review and amendment process, the Planning Commission and Town Council shall consider current development trends to determine the Town's progress in achieving the goals established in the Plan. Information to be considered may include land capacity, residential versus economic development, amounts and values of non-residential construction, number and types of housing units authorized by building permit, the status of critical area resources, as well as the number of permit approvals, including subdivisions, annexations, and building permits. Other information that may be relevant to consider includes the current capacity status of major infrastructure systems for which levels of service have been adopted in the Plan and the levels of police, fire, and park and recreational services being provided by the Town. The process may also include monitoring of overall population growth and relative comparison with the forecast growth projections contained in the Plan (and the inclusion of updated projections where appropriate).

The annual review and amendment process requires public participation, both through community meetings to familiarize the public with the amendment proposals, as well as a formal public hearing before the Town Council. Adoption of amendments occurs following state agency review.

Policies

The following policies are recommended to reflect the annual plan review and amendment process:

- IA-P1 The Town of Skykomish may conduct annual reviews of the Comprehensive Plan, to consider the need for amendments. At that time, both Town-initiated and private citizen- or developer-initiated amendment requests will be considered.

- IA-P2 All Comprehensive Plan amendments shall be processed together with any necessary zoning, or other ordinance amendment, to ensure consistency.

IA-P3 Amendment procedures shall be fully outlined in the Town of Skykomish’s land development regulations.

Plan Review and Amendment Schedule

The plan amendment process is designated to be flexible to accommodate unique conditions such as the nature, complexity, or amount of plan amendment requests in a single year. The annual “window” of plan amendment submittals from the public will be open throughout the year, (that is, the public can submit requests for amendments at any time). However, they will only be “processed” in accordance with the adopted regulations. The timing of the process is intended to conform to the following generalized schedule:

June 1st	Town solicits public requests for comprehensive plan amendments
July 15th	Deadline for submitting proposed amendments to the Town Clerk/Treasurer
July-August	Planning Commission culls the docket and forwards their recommendations to the Town Council for their consideration
Sept-Oct	Town Council decides which proposed amendments should be considered and establishes a schedule for evaluating and adopting proposed amendments
Oct-Feb	Planning Commission evaluates the proposed amendments and forwards their final recommendation to the Town Council
Mar-April	Town Council reviews the recommendation, holds a public hearing, and decides on adoption of the proposed amendments

All amendment proposals shall be considered concurrently by the Planning Commission and the Town Council so that their cumulative impacts can be determined.

Emergency Plan Amendment Consideration

The Comprehensive Plan may be amended outside the normal schedule if findings are adopted (by Town Council resolution) to show that the amendment was necessary, due to an emergency of a neighborhood or Town-wide significance. Plan and zoning amendments related to annexations may be considered during the normal annexation process and need not necessarily be coordinated with the annual plan amendment schedule. The nature of the emergency shall be

explained to the Town Council, which shall decide whether or not to allow the proposal to proceed ahead of the normal amendment schedule.

Past Updates

The Town's first Comprehensive Plan was adopted in 1993. The first periodic update was completed in 2004. The update process focused on providing the basic information required by the GMA and recommended by the state office overseeing implementation of the Act, the Department of Commerce. The 2004 Plan built upon the existing community vision, and an additional Plan element addressing economic development was developed. With the adoption of the 2004 Plan and subsequent updates, all portions of the former plan, including goals and policies, are superseded by the update.

This Plan is the product of the 2015 periodic update cycle. The Planning Commission, Town Staff, and consultants updated and augmented the 2004 Plan based on community feedback. The 2015 Plan integrates planning activities that have taken place since the previous update. This includes an extensive environmental cleanup, the subsequent visioning process, and development of a sanitary sewer system, and updated Shoreline Master Program (SMP). The goals and policies of the 2010 SMP are herein adopted by reference.

Future Updates

The Town may continue to refine the Plan in accordance with the update and amendment process to address those issues in greater detail that are of greatest importance to the community, to address changes to the Town as development occurs, and to reconcile new information that becomes available. The Town may also choose to develop a parks and recreation element, and to further develop the economic development element to meet the requirements of the GMA. However, development of these elements will likely be dependent on obtaining grant funding.

Park and Recreation Elements

The GMA requires cities 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.

In 2005, the Town adopted the Skykomish Parks, Trails and Open Space Plan (PTOS), a document consistent with the Comprehensive Plan. In its introduction, the PTOS states, "The Skykomish [PTOS] is intended to guide the acquisition of land and development of facilities for recreation and open space for the next twenty years. Goals, policies, and capital facilities needs based on the plan are included in the Town's Comprehensive Plan."

In 2014, the mayor appointed a Parks, Recreation, & Tourism commission. In accordance with the GMA, the PTOS includes an estimate of future demand, an

evaluation of service needs, and an evaluation of approaches to meeting parks and recreation demands. The PTOS is certified by the state Recreation and Conservation Office, making the Town eligible to apply for grant funds through this agency.

Transportation Modeling

The Transportation Element provides goals and policies that direct strategies for future transportation improvements. The Element is based on the Land Use and Transportation Appendices that contain information about population growth, land use, transportation conditions, and future transportation needs. In the relatively simple transportation environment that currently exists, transportation impacts can be readily identified. However, as growth continues, and depending on actions the state may take with improving US Highway 2 (US 2), it may be valuable to model future traffic conditions, especially peak conditions on US 2. This may be best managed in coordination with the state Department of Transportation.

Community Profile

The Skykomish community extends beyond its permanent residents to the vacation property owners, businesses, and visitors who 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 2015 update process is presented.

Recent planning activities have created a foundation of community involvement that informs this plan. Since the 2004 Comprehensive Plan update, the Town has completed an award winning visioning project, an RCO certified Parks, Trails and Open Space Plan, and the first comprehensive update to the Shoreline Master Program.

Community Profile

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.

BNSF Cleanup and Vision 2010

The cleanup was harnessed as an opportunity to carry out potential projects. The community was engaged early on, and an extensive visioning project was carried out. The resulting *Vision 2010* imagines a post-cleanup future consistent with the Comprehensive Plan, and proposes priority projects and actions that would accomplish that vision. Included in this was the levee reconstruction, completed in 2006. The cleanup provided the opportunity to create a more park-like, trail-top levee with river access and viewpoints.

Concurrent with the vision process, the Town obtained Community Development Block Grant funds to implement a community sewer system described in the Capital Facilities Element. It resolves environmental issues associated with septic systems as well as increases the feasibility of supporting new commercial developments.

Miller River 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 is working 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 in the Land Use Appendix.

Planning Activity and Public Process

The foundation of the Plan exists in the hopes and visions of the people whom it will directly affect. It builds on the initial 1993 Comprehensive Plan that established goals and policies for the Town through an extensive public process to guide development.

2004 Comprehensive Plan Update

In 2002, the Town Council established Skykomish's first Planning Commission. Over the following year, the Planning Commission, Town staff, consultants, and community members updated the 1993 plan and incorporated new information and forecasts. Data contained in the existing Plan elements was updated and augmented, and an additional Plan element addressing economic development was developed. The Planning Commission reviewed the revised policies in all elements for consistency with current laws and the community vision, as articulated by members of the community who provided input into the process.

The Planning Commission distributed a survey on community issues to Town residents and visitors during Tunnel Days in July 2002. In addition, comments on community issues received at Planning Commission meetings, the Planning

Commission booth at Tunnel Days, and the survey were presented and made available to the Planning Commission and Town Council, and provided guidance for drafting many of the policy updates contained in this Plan.

The updated Plan was adopted August 16, 2004. Since then the following planning activities have occurred, which build on past planning efforts and inform the 2015 update process.

2005 The Vision of Skykomish

In 2005, the Town received funding from the WA State Department of Ecology (Ecology) for a community visioning project. As the regulatory agency responsible for overseeing the BNSF cleanup effort, Ecology sought to ensure the ensuing cleanup activities were also an opportunity for planned progress in a positive direction. The objective of the visioning project was to “paint a picture” of the future of Skykomish that represents the community and would guide decisions related to cleanup activities.

The existing 2004 Comprehensive Plan vision statement served as the starting point for the visioning process. The process began with the establishment of a 16-member citizen committee, followed with a series of three public workshops which included a brainstorming session, a design charette, and a debriefing. The resulting *Vision of Skykomish* reflected the cumulative efforts of the community, the Vision Committee, Town staff, consultants and the University of Washington’s NW Center for Livable Communities.

The vision was adopted in August 2005. The vision served as the foundation for later parks and shoreline planning, as well as the 2015 Comprehensive Plan update. The Vision Statement is presented in the following section.

2005 Skykomish Parks, Trails and Open Space Plan

The Comprehensive Plan contained general language that addressed planning for parks, trails, and open space. However, the Town did not have a parks plan in place at the time of the 2004 Comprehensive Plan Update.

To be eligible for state Recreation and Conservation Office funding opportunities, a “certified” plan is required that documents an inventory, assesses current demand, prioritizes projects, and shows public involvements. Therefore, the PTOS can be used to secure outside funding to assist the Town in meeting its own parks planning goals.

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 parks plan into five separate

themes is to allow for the most comprehensive community input possible by including all comments received from the public. Over the course of three public workshops, the number of attendees ranged from a low of ten people up to a high of approximately thirty-five or a 17.5% turnout rate for a town of about 200 people.

The PTOS was adopted June 9, 2005.

2010 Shoreline Master Program Update

The Shoreline Master Program (SMP) is a planning document that outlines the Town's shoreline goals and policies, and establishes regulations for development occurring in that area. This was the first comprehensive update to the SMP.

The community was engaged in the planning process in several ways, as outlined in the Public Participation Plan. Two river walks were held which provided the occasion for the public to help identify concerns, and restoration and/or access opportunities along the shoreline. The process also included a public hearing and three presentations to the Planning Commission open to the public.

The 2010 update revised the 2001 SMP in two key areas. The shoreline inventory and characterization information was integrated into the SMP policies, regulations, and shoreline environments, resulting in more effective management of shoreline uses and modifications. The channel migration zone was also correctly mapped and incorporated into the SMP as an appendix. General policies and regulations are similar, but the update also included detailed provisions for frequently flooded critical areas and updated wetland critical areas provisions.

The updated SMP was adopted February 11, 2013 and approved by the state Department of Ecology in 2014.

The 2015 periodic update process has incorporated planning activity since the last update in the Plan. The goals and policies of the SMP are herein adopted by reference.

2015 Comprehensive Plan Periodic Update

Starting in 2014, the Town Planning Commission, Town staff, consultants, and community members updated technical information, revised goals and policies, integrated the SMP, and reviewed for consistency with current laws and the community vision.

The Planning Commission opened an online survey on community issues from July-August, 2014. Results of the survey are incorporated in this update.

Vision of Skykomish

Skykomish is a quintessential Northwest town – it is nestled in a stunning mountain setting alongside a vigorous river, with a rich history rooted in timber harvest and the development of what is now the BNSF Railroad Company (BNSF). While the town’s unique Northwest history is visible in both the style of local buildings and architecture, like the inn and depot, events and facilities in town also connect to current Northwest culture and values. A hub of outdoor recreational activities and host to vibrant music and arts festivals, Skykomish also provides visitors a living classroom for environmental education. Now free of toxic contaminants, the town is a regional center for environmental education that demonstrates the harmony between the town and its inspiring natural setting. Historical references in the town evoke the early railroad era of the 1920’s, like the sidewalks, lighting, and many of the buildings in central Skykomish that are authentic pieces of this unique heritage.

The historic depot, in its original location on the southern side of the railroad tracks, is, as it always has been, a hub for visitors. It is a living vestige of the town’s rail and timber heritage, displaying artifacts and information about the history of the railroad, while also serving as an information center for current activities in town. The expansive rail yard, where locomotives were once serviced, has been reclaimed for the town. Buffering this hub of activity from nearby residences is a wetland, with a multi-use trail that links up to the network of trails stretching into lands surrounding town.

While the Skykomish River levee provides FEMA-certified flood protection, it also creates a park-like area that affords views and access to the river. A multi-use trail runs along the top of the levee, which is blanketed by native vegetation. This provides a natural look and feel to the levee that complements the stunning natural setting of the town. The trail provides residents and visitors alike the opportunity to access the river for boating, fishing, or other activities, and also to move along on top of the levee between downtown and points south. Welcoming visitors to Skykomish are attractive entrances from east, west, and north of town, with clearly visible signs and attractive landscaping along Highway 2. Visitors by car and bicycle venture through town while traveling on the Old Cascade Highway, a scenic byway which is well marked where it intersects the current highway. Consistent character among signs on the highway and in town, increases visitor awareness of arriving in Skykomish, and reflects the town’s own Northwest heritage. Facilities in town, well-marketed events, and clearly-defined access points to myriad outdoor activities support the large numbers of visitors who come to enjoy Skykomish’s past and present heritage.

2014 Initiative

In early 2014, the King County Council unanimously passed the “Skykomish Valley Economic Development, Recreation and Natural Resource Conservation Initiative” (Initiative).

The Initiative highlights the vision for the valley and the town of Skykomish, reaffirms the County's commitment to the vitality of the valley, its residents and natural resources, and collaborates with numerous partners who share that vision. The Initiative focuses on three interconnected activities, Economic Development, Recreation, and Natural Resource Conservation. The Initiative provides excellent foundational information to assist with our overall planning and names partners with like interest in seeing the community grow and prosper. The Town will seek to capitalize on the partnerships and support afforded by the Initiative.

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 in order 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.

The planning area is the current Town limits. This area includes approximately 214 acres.

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 closely 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 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 people.
- LU-G2** Preserve Skykomish's character, scale, and residential and commercial quality 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.
- 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 area 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** Restore Skykomish land and water resources affected by industrial contaminants.

▪ Parks and Open Space

- LU-G9** Develop, operate, and maintain a system of parks and facilities that are responsive to the needs of Skykomish residents and visitors.

- LU-G10 Plan for, build, and maintain a system of public trails that provide recreational opportunities for town residents and visitors.
 - LU-G11 Promote opportunities for public participation in planning parks, trails, and recreation facilities.
 - LU-G12 Coordinate with community groups in efforts to identify grant funding to be used for planning, acquisition, and construction of park and trail facilities.
 - LU-G13 Create and promote opportunities for private contributions and volunteerism in the acquisition, construction, operation, and maintenance of parks, trails, and recreation facilities.
 - LU-G14 Participate with other jurisdictions in promoting a region-wide parks, trails, and recreation system, for recreational as well as educational purposes.
- **Natural Features**
 - LU-G15 Protect and enhance Skykomish's natural environment, including air quality, water resources, and critical areas, while minimizing public and private costs.
 - LU-G16 Protect people and property from geologic and flooding hazard areas.
 - LU-G17 Protect, enhance and, where possible, restore habitat that contributes to the survival and restoration of threatened or endangered species, including anadromous and salmonid fish.
 - LU-G18 Promote community-wide stewardship of the natural environment to preserve environmental quality for future generations.

Policies

- **General**
 - LU-P1 Encourage development that creates and maintains a safe, healthy and diverse community providing 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 Work with the King County Health Department and the Washington Department of Ecology to reduce and ultimately eliminate pollution from malfunctioning on-site septic systems.

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 restitution, full restoration, and clean-up of local toxic contamination.

▪ **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:

- a. Paved streets, curbs, and sidewalks;
- b. Adequate parking;
- c. Street lighting and street trees; and
- d. Public water supply.

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.

LU-P12 The Town of Skykomish development regulations shall enable increases in local business activity by allowing short-term rentals in residentially zoned areas.

▪ **Commercial Land Use**

LU-P13 The Town of Skykomish's 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:

- a. Paved streets;
- b. Sidewalks (and designated bicycle lanes where appropriate and consistent with the Transportation Element);
- c. Adequate parking;
- d. Attractive landscaping along or within streets, sidewalks, and parking areas;
- e. Adequate storm water control, including curbs, gutters and stormwater management facilities; and
- f. Public and private utilities.

▪ **Parks, Trails, Open Space**

LU-P14 Seek opportunities to participate in regional and federal open space and tourism programs, where appropriate.

LU-P15 Encourage the preservation of open space through the King County Current Use Taxation-Open Space program, where appropriate.

LU-P16 Require new development to contribute to the size and/or improvement of recreational and open space areas.

LU-P17 Support the expansion, enhancement, and maintenance of regional trails such as the Iron Goat Trail and Pacific Crest Trail.

▪ **Historic Preservation**

LU-P18 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.

LU-P19 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.

LU-P20 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.

LU-P21 Encourage efforts to rehabilitate sites and buildings with unique or significant historic characteristics.

LU-P22 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.

▪ **Aesthetics, Design**

LU-P23 Encourage “clean up/fix up” campaigns periodically. The Town Council should encourage other public agencies and service clubs to become actively involved.

▪ **Natural Features**

General

LU-P24 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:

- a. Fish and wildlife habitat conservation areas;
- b. Wetlands;
- c. Areas with a critical recharging effect on groundwater used for water supply;
- d. Frequently flooded areas; and
- e. Geologically hazardous areas, including erosion hazard areas, landslide hazard areas, seismic hazard areas, and coal mine hazard areas.

LU-P25 With Town oversight, developers shall be responsible for determining whether there are critical areas on proposed project sites, and for identifying the nature and extent of the critical areas.

LU-P26 Protect and enhance critical areas, and 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-P27 Any impacts to critical areas may not result in significant risk to public health or safety, public or private property, or the environment.

LU-P28 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.

Incentives, Education, Planning, and Regulations

LU-P29 Promote environmental stewardship by seeking opportunities to educate citizens and establish partnerships with entities that share similar environmental concerns or stewardship opportunities.

LU-P30 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 Water Resources Protection

- LU-P31 Development shall support the continued ecological and hydrologic functioning of water resources
- LU-P32 Encourage conservation of water resources.
- LU-P33 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.

Groundwater

- LU-P34 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-P35 Protect groundwater recharge quality and quantity by coordinating with the County to implement appropriate wellhead protection programs and adopt provisions to avoid groundwater contamination.

Rivers and Streams

- LU-P36 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-P37 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.

Wetlands

- LU-P38 Consider participation in wetland mitigation banking

Floodplains

- LU-P39 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-P40** Strive to preserve, replace, or enhance native vegetation that contributes to the Town's scenic beauty.
- LU-P41** The use of native plants shall be encouraged where possible.
- LU-P42** Protect existing native plant communities by encouraging management and control of non-native invasive plants, including aquatic plants.
- LU-P43** Actively encourage the use of environmentally safe methods of vegetation control. Herbicide use shall be minimized.

Fish and Wildlife Habitat

- LU-P44** 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-P45** Grading and construction activities shall incorporate erosion control Best Management Practices and other development controls as necessary to reduce sediment discharge from construction sites to minimal levels. .
- LU-P46** Development permitted in erosion, steep slope, and landslide hazard areas shall minimize soil disturbance and maximize retention and replacement of native vegetative cover.
- LU-P47** 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-P48** 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.

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 closely 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, and 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, households, and affordability is contained in the Housing Appendix.

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.

H-G2 Encourage the preservation of existing housing stock.

- 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** Promote 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.

Policies

- **Preserve Existing Housing**

- H-P1** Consider developing a Housing Stock Improvement Program that includes a discussion of substandard housing problems and identifies programs that provide residents with 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 preserve the character and vitality of existing neighborhoods.
- H-P4** Encourage innovative and creative site planning, construction, and remodeling methods that promote efficient energy use.

- **Affordable Housing**

- H-P5** Endorse private sector efforts to secure federal and/or state funds to provide housing for elderly and disabled citizens.
- 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 low and moderate income families.
- H-P8** Development regulations and standards should be reviewed and monitored to promote efficient and economical permit procedures that do not unnecessarily add to the cost of housing.

- **Housing Choice**

H-P9 Ensure that a variety of housing types and prices, including multi-family, attached, and small-lot, single-family units are available within the Town.

H-P10 Consider development of accessory dwelling units within single family homes as a means to increase the supply and diversity of housing opportunities.

H-P11 Allow for the location of apartments above commercial uses.

- **Manufactured Housing**

H-P12 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-P13 Amend the Town building codes to reflect the State Department of Labor and Industries standards for siting and the Department of Housing and Urban Development's Safety and Construction Standards for mobile homes, if necessary.

- **Fair and Equal Access**

H-P14 Implement 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-P15 Make reasonable accommodations in Town regulations, policies, practices, and services to afford persons with disabilities and other special needs equal opportunity to use or enjoy a dwelling.

Transportation Element

Purpose and Relationship to GMA

The Transportation Element establishes goals, policies, and strategies for transportation infrastructure and facilities to accommodate the community's current needs and anticipated level of growth.

The Transportation Element is required to comply with the Growth Management Act, 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 below.

Growth Management

Under the GMA, the transportation element is required to assess the needs of a community and determine how to provide appropriate transportation facilities for current and future residents. The element must contain an inventory of existing facilities, an assessment of future facility needs, and a plan for financing proposed transportation improvements. Additionally, the element must include a reassessment strategy to address how the plan will respond to potential funding shortfalls.

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 study, the Town is working with the Puget Sound Clean Air Agency to conduct an air quality survey.¹

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 2040 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

¹ More information can be found in the Land Use Appendix.

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 Metropolitan Transportation Plan (Transportation 2030) are used to certify local transportation elements for conformity with the requirements of the Growth Management Act. The Skykomish plan has been certified.

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 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.

Policies

- **Transportation System**

- T-P1** Maintain a 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.

- **Implementation**

T-P7 Seek to bring existing streets up to the Town’s standards for new streets as funding is available.

T-P8 Seek funding opportunities to develop and maintain a road maintenance program, to prevent the deterioration of public streets.

T-P9 Coordinate with major freight haulers entering the Town regarding opportunities for lessening impacts on the community, including recommending possible routes through Town.

T-P10 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.

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

T-P11 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-P12 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-P13 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-P14 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.

▪ **Transportation Safety**

T-P14 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.

T-P15 The Town of Skykomish shall seek to provide for the safe integration of bicycle, pedestrian, rail, and motorized transportation networks.

T-P16 The Town shall encourage buffering between motorized and pedestrian modes of travel by physical space, landscape strips or other methods.

T-P17 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-P18 Adequate illumination should be provided on all streets to provide safe pedestrian environments while not intruding on residences.

T-P19 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-P20 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

- Railroad crossings

- T-P21 Explore the possibility of constructing a pedestrian bridge to increase access to the Town Park.
- T-P22 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-P23 Require new developments to provide pedestrian connections so as to establish a comprehensive pedestrian network.
- TT-P24 Arterials and collectors should be designed with sufficient shoulders to allow for safe bicycle use.
- T-P25 Sidewalks should be designed and constructed to allow for disabled access in compliance with federal law.
- T-P26 Coordinate with the Burlington Northern and Santa Fe Railroad to enhance the pedestrian crossing of the railroad at Fifth Street

- **Environmental Protection**

- T-P27 Minimize impacts on environmentally sensitive areas, including natural drainage patterns. .
- T-P28 Require the use of Best Management Practices to minimize the impact of construction work within the right-of-way and environmentally sensitive areas.
- T-P29 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-P30 Encourage the provision of transit and train service to the Town.

- **Concurrency**

- T-P31 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-P32 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-P33** 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-P34** 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-P35** 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-P36** 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-P37** Reassess land use and transportation assumptions if the level of service standards cannot be maintained due to funding shortfalls.

- **Transportation Demand Management**

- T-P38** 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-P39** Work with county (King and Snohomish), state, and federal agencies, and rail corporations to encourage the use of rail for transportation, tourism, and recreation.
- T-P40** 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-P41** 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.

- **Regional Transportation Facilities and Strategies**

T-P42 Encourage WSDOT to monitor and develop transportation solutions that alleviate weekend traffic impacts, and impacts resulting from accidents occurring on US 2.

- **Parking**

T-P43 Provide or require visitor parking areas with directional signage to encourage tourist activity in commercial areas.

T-P44 Consider the conversion of the burn dump into a park-and-ride lot to support tourism and recreation.

T-P45 Encourage transit providers to provide a shuttle service to Stevens Pass, the Iron Goat Trailhead, and other recreation opportunities.

T-P46 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.

T-P47 Encourage the use of joint-use parking opportunities for churches, public buildings, recreation destinations, and commercial areas.

- **Public Access**

T-P48 Encourage restoration of the Old Cascade Highway at the location of the Miller River Washout, or encourage construction of an alternative access route.

T-P49 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 possible actions.

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.*

State funding for this have not been available, so the mandate is currently not in force. In the meantime, 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 business retention, expansion, and formation consistent with the Comprehensive Plan 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** The Town should 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** The Town should work with state and local agencies and organizations to promote tourist-related business and activity in Skykomish.
- ED-P3** The Town should 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** The Town should 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.

▪ **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-P5 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-P6 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-P7 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.

▪ **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-P8** Support improvements to telecommunications technology that provide secure, reliable, and affordable access to citizens, businesses, and institutions.

The Town should evaluate opportunities to install fiber optic and cable telecommunications technology that will link homes, businesses, and institutions together.

▪ **Permitting**

- ED-P9** The Town should 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-P10** The Town should ensure that the land development permitting materials and forms provide a clear understanding of the review process and schedule.

▪ **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-P11** 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-P12** Work with 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-P13** Establish 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.

This is tied to the "ED-P4" policy and strategy. The performance measures should be formulated as part of the business development planning process.

Utilities Element

Purpose and Relationship to GMA

The Growth Management Act (GMA), RCW 36.70A.070, requires cities to prepare a utilities element consisting of:

The general location, proposed location, and capacity of all existing and proposed utilities, including, but not limited to, electrical lines, telecommunication lines, and natural gas lines.

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.

Some utilities are regulated by the Washington Utilities and Transportation Commission (WUTC) that 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 for 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.

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 Encourage telecommunication providers to provide high-speed cable, phone, and data services to businesses, residences, schools, and other facilities throughout the Town.

UT-P6 The Town shall encourage telecommunication providers to provide local telephone access to essential services, such as medical facilities.

UT-P7 The Town shall encourage telephone and telecommunication providers to provide enhanced telephone and telecommunication services and capacities to support residential and business uses.

UT-P8 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-P9 The Town of Skykomish shall require new utility distribution lines and telecommunication lines to be located underground, with the exception of high voltage electrical transmission lines, and based on coordination with local utility providers.

- UT-P10** 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-P11** Promote conservation measures to reduce the need for additional utility distribution facilities in the future.
- UT-P12** Work with utility providers to provide safe public trails within utility corridors.
- UT-P13** 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-P14** 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-P15** 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-P16** Solid waste management shall conform to the Washington State laws regarding solid waste management.
- UT-P17** Encourage King County to continue to support recycling activities.

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:

- (a) An inventory of existing capital facilities owned by public entities, showing the locations and capacities of the capital facilities*
- (b) A forecast of the future needs for such capital facilities*
- (c) The proposed locations and capacities of expanded or new capital facilities*
- (d) At least a six-year plan that will finance such capital facilities within projected funding capacities and clearly identifies sources of public money for such purposes*
- (e) A requirement to reassess the land use element if probable funding falls short of meeting existing needs and to ensure that the land use element, capital facilities plan element, and financing plan within the capital facilities plan element are coordinated and consistent. 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.

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 school, 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, and fire 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

- **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:

<u>Service</u>	<u>Level of Service</u>
Transportation:	LOS "C" adopted in the 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.

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:

- a. The facility meets the Growth Management Act definition of an essential public facility;
- b. The facility is on a state, county or local community list of essential public facilities;
- c. The facility serves a significant portion of the County or metropolitan region or is part of a Countywide service system;
or
- d. 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:

- a. An inventory of similar existing essential public facilities, including their locations and capacities;
- b. A forecast of the future needs for the essential public facility;
- c. An analysis of the potential social and economic impacts and benefits to jurisdictions receiving or surrounding the facilities;

- d. An analysis of the proposal's consistency with King County and Town of Skykomish policies;
- e. An analysis of alternatives to the facility, including decentralization, conservation, demand management and other strategies;
- f. An analysis of alternative sites based on siting criteria developed through an inter-jurisdictional process;
- g. An analysis of environmental impacts and mitigation; and
- h. 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:

- a. Designate and protect critical aquifer recharge areas for potable water;
- b. Restrict the use of hazardous chemicals and materials within the aquifer recharge and wellhead protection areas that could contaminate the potable water source;
- c. Limit the creation of impervious surface areas to maintain the recharge capacity of the aquifer;
- d. Maintain, and periodically update, an emergency water supply plan that could be activated if existing wells become contaminated;
- e. Develop a comprehensive spill response plan to minimize the potential for groundwater contamination occurring as a result of accidental release of hazardous materials; and

- f. 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 15 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 Town 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 a high 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 maintain public and private stormwater collection, retention/detention, and treatment systems.

Land Use Appendix

Key Facts

- Population (April 1, 2014): 200¹

The population of Skykomish has remained between 195 and 200 since the 2010 Census. The BNSF clean-up and the national recession has affected local growth during this period.

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 new 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 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

¹ Washington State Office of Financial Management, Forecasting Division; Population Change and Rank for Cities and Towns, April 1, 2010 to April 1, 2014.

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.

Is Skykomish Shrinking or Growing?

Over the last several decades the population of Skykomish has fluctuated up and down. At incorporation in 1909 the town included 238 people and grew through the first few decades of the twentieth century. The highest Census population for Skykomish was recorded in 1930 at 568 persons. In 1968 the population was still as high as 365, but declining steadily to 209 in 1980. During the 1980s the population grew, peaking at 273 in 1990. The population dropped again to an historic low of 190 in 1997, and since then the population has grown again, reaching 200 in 2014.

While Skykomish has experienced long periods of declining population with limited periods of growth, its incorporated neighbors to the west have grown substantially in recent years as regional growth pressure has moved eastward. Between 1990 and 2000, the growth rate for Gold Bar was 5.6-percent, for Sultan it was 3.3-percent, and for Monroe it was 6.9-percent. 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,.

**Table LU-1
Population 1990-2014**

Year	Population
1990*	273
2000*	214
2010	198
2015	200

Source: 1990, 2000, 2010 Census; Office of Financial Management

Population Compared to the County

From 2000 to 2010, King County's population grew from 1,737,034 to 1,931,249, surpassing 2 million people in 2014. The County experienced an annual average growth rate of 1.8-percent, with some communities within the county grew at substantially higher rates. However, Skykomish was one of only a handful of cities (including Clyde Hill, Hunts Point, and Normandy Park) to show a decline in population. (Source: Office of Financial Management; 2000 Census)

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 2040 Plan.

For Skykomish, King County's 2035 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. King County also allocates job growth but has not done so for Skykomish.

The PSRC forecasts vary depending on different model methods used.

According to the OFM, there were 165 dwelling units in Skykomish in 2014. Housing occupancy varies considerably on a seasonable basis. Land capacity within the Town is substantial depending upon future development of the 50 acre parcel on the north side of US 2 and the former Forest Service parcel.

Capacity for Growth

Residential Land Capacity

The 2007 King County Buildable Lands Report 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 County is not providing a comparable level of analysis for the 2012 Report.

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. The King County Buildable Lands Report (BLR) for Skykomish records approximately 63 acres of available land. With approximately 50 acres constrained by critical areas and a 20-percent market factor applied, there are approximately 10 net acres available for development in Skykomish. Using an assumed future density of 3.5 dwelling units per acre, the residential capacity was estimated to be 35 new housing units. However, this estimate is subject to change as the Town has built a sanitary sewer system and potential residential density could increase. An average density of 4-5 dwelling units per acre could support an additional capacity of nearly twice the BLR estimate.

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 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.² 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-foot landwards from the ordinary high water mark and includes the 100-year flood plain. The jurisdiction is governed by the 2014 Shoreline Master Program, a planning document outlining the Town's shoreline goals and 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.

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

Fish and Wildlife Habitat Conservation Areas

The Skykomish area has a variety of habitats for fish, including the Skykomish River. Wooded areas that completely surround the community, but that are largely outside the town, provide habitat to various wildlife species.

Wetlands

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

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 generally east/west along US 2, largely 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-travel³ 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.

³ 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.

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.

Parks and Recreation Areas

Access to park, 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.

While 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 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's adopted 2005 Parks, Trails, and Open Space Plan details the land and facilities intended to provide for community recreation.

Miller River Washout Implications

Failure to repair the washed-out section of the Old Cascade Highway has significant safety, economy, and quality-of-life implications for Skykomish and the surrounding communities. The Washout creates a safety hazard associated with public access, reduces the Town's potential for economic growth, and threatens the Town's Vision and very existence.

The Washout poses significant safety implications associated with restricted public access. Public access to Skykomish via existing roads was limited prior to the washout, the Old Cascade Highway west of Town was considered the only reliable alternative to US 2. The eastern access route is frequently blocked by train cars parked over the railway crossing approximately 1-mile east of Town, and is not a reliable access route. **Figure LU-3** depicts these conditions.

Safety along US 2 is an existing concern, and increasing as regional population growth and user demand results in higher traffic volumes. US 2 is considered one of the more dangerous highways in the State, and Skykomish is a community that has suffered inordinately from US 2 accidents. These issues are further discussed in the Transportation Appendix of the Comprehensive Plan.

Specific safety, economic, and quality-of-life implications of the Washout and its continued disrepair are discussed below.

Safety Implications

1. ***Loss of Escape Route*** – In the event of a natural disaster, the Town is more isolated from emergency response efforts. The remaining two access routes are susceptible to blockage by landslides, avalanches, trains, or damaged infrastructure. Prior to washout, the Old Cascade Highway provided an additional evacuation route.
2. ***Emergency Response Risk*** – The Money Creek Park is residential community of 20-30 units is served by the Skykomish Fire Department. Prior to the washout emergency response vehicles used the Old Cascade Highway route of about 2 miles to access the community. The washout requires responders to cross railroad tracks two additional times, use an extended 4-miles route via US 2, make a left turn on a curve across highway speed traffic within 500 feet of a tunnel entrance that obscures visibility in order to access Money Creek Park in the event of an emergency. This delays the response time for emergencies to the Money Creek Park Community and puts the Skykomish Emergency Response Team to additional risk.
3. ***School Bus Risk*** – The Money Creek Park residential community of 20-30 units and surrounding residential properties are served by the Skykomish School. The Skykomish School bus service provides transportation for students from these communities to the school. Prior to the washout the school bus used the Old Cascade Highway route of about 2 miles. The washout requires the school bus to use an extended 4-mile route via US 2, make a left turn on a curve across highway speed traffic within 500 feet of a tunnel entrance that obscures visibility in order to access these communities. The school bus makes this trip twice daily during the school year. This daily routine, at a dangerous intersection, puts the students and bus driver at extreme risk of an eventual accident.
4. ***Local Resident Travel Risk*** – Skykomish residents visiting friends in the Money Creek Park residential community are now subject to additional risk because the washout. Prior to the Washout the residents used the Old Cascade Highway route of about 2 miles. The Washout requires residents to use an extended 4-mile route via US 2, make a left turn on a curve across highway speed traffic within 500 feet of a tunnel entrance that obscures visibility in order to visit their friends in the Money Creek Park community. This puts residents to an additional risk for each trip that they make which they did not have before the Washout.
5. ***Railroad Event Risks*** – Both of the remaining roads into town after the Washout are crossed by railroad tracks. Because Skykomish is a crossing point for trains it is not uncommon to have the eastern entrance to town blocked by a parked railroad train for hours, leaving effectively only one route across the railroad tracks into the business section and the other half

of town. In the event of a train derailment while another train is parked, the only remaining route into the business section could be lost and part of the town completely isolated from the fire department. If the train derailment itself results in a fire risk to the town the Fire department would be unable to defend the town at all. Prior to the Washout there was an alternative route for emergency vehicles to enter the business section of town.

Economic Implications

1. ***Loss of Business Opportunities*** – The Vision for Skykomish references economic development associated with recreation and the natural environment. The washout has limited the direct access to 20-30 miles of Forest Service roads, which provided access to outdoor recreational opportunities such as hiking, biking, camping, etc. Prior to the washout, these activities and users were viewed as local economic development opportunities. Similarly, existing local businesses have lost the customer base that was the recreational user passing through Town to access these activities west of the washout.
2. ***Loss of Business From Local Customer Base*** – Skykomish businesses already had a small local customer base due to the population size prior to the washout. With easy access via the Old Cascade Highway, residents of Money Creek Park and surrounding communities to the west were more easily able to access Skykomish commercial areas. The washout requires potential customers to travel away from Skykomish and use US 2, from which there is the option to travel west for commercial services. The loss of the residential customer base resulting from the washout may be detrimental to the Skykomish economy.

Quality of Life Implications

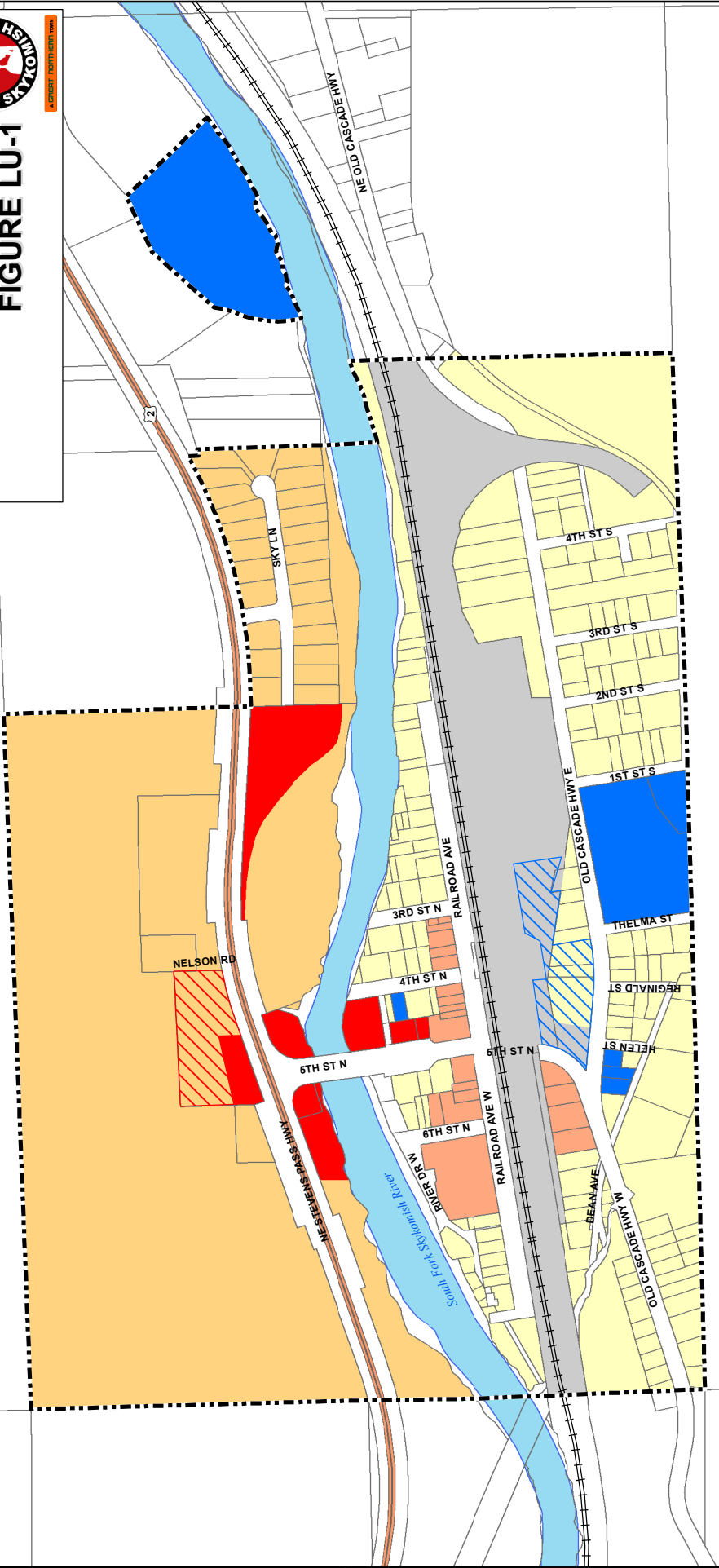
1. ***Loss of Access to Recreational Opportunities*** – Prior to the Washout the residents had access to 20-30 miles of recreational Forest Service Roads by walking, running, bicycle, recreational ATV, or motor-scooter. After the Washout residents only have similar access to 3 miles of paved road. Activities which residents engaged in before the Washout (running, biking, etc.) are no longer possible without automobile transportation.
2. ***Loss of Community*** – The Washout has effectively separated Skykomish from communities it has been connected to for over 100 years. Travel to and from these communities (Currently the Money Creek Park residential community of 20-30 units and surrounding residential properties) is now quite dangerous because of the extreme risks to community members by the Highway 2 route they must take to get there. Aside from the economic and safety implications of this separation there is a sense that we need to be reconnected as neighbors.

3. ***Public Nuisance*** – The dead end segments of the Old Cascade Highway at the Washout are becoming an attractive area for drug use and drinking, a nuisance to the community.



FUTURE LAND USE MAP FIGURE LU-1

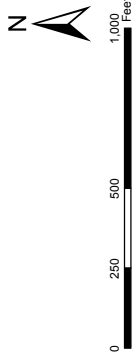
Current boundaries map



Zoning and future land use information provided by the Town of Skykomish.

All other mapping information provided by King County, and may not reflect actual or current conditions. Data maintained by King County GIS Center. Land uses and parcel information have not been verified.

Map Date: May 2015



LEGEND

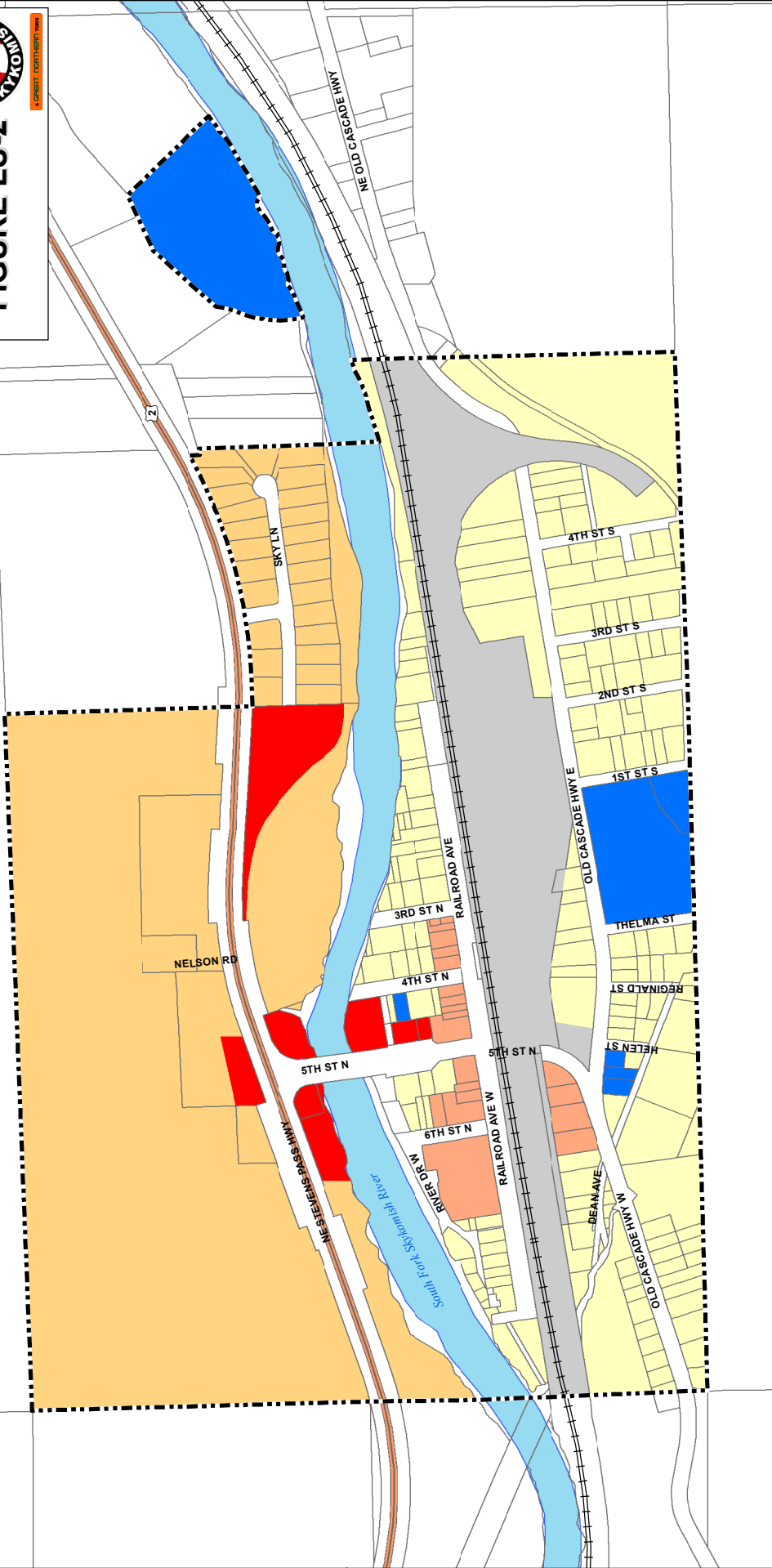
- | | |
|---------------|-----------------------|
| City Boundary | CURRENT ZONING |
| Parcel | Commercial |
| Railroad | Historic Commercial |
| Commercial | Industrial |
| Public | Public |
| | R-10,000 |
| | R-5,000 |

BHC CONSULTANTS
 BHC Consultants LLC
 1601 Fifth Avenue, Suite 600
 Seattle, WA 98101
 T 206 505 3400
 www.bhcconsultants.com



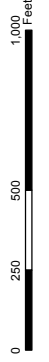
ZONING MAP FIGURE LU-2

Current boundaries map



LEGEND

- City Boundary
- Parcel
- Railroad
- Commercial
- Historic Commercial
- Industrial
- Public
- R-10,000
- R-5,000



Zoning information provided by Town of Skykomish.

All other mapping information provided by King County, and may not reflect actual or current conditions. Data maintained by King County GIS Center. Land uses and parcel information have not been verified.

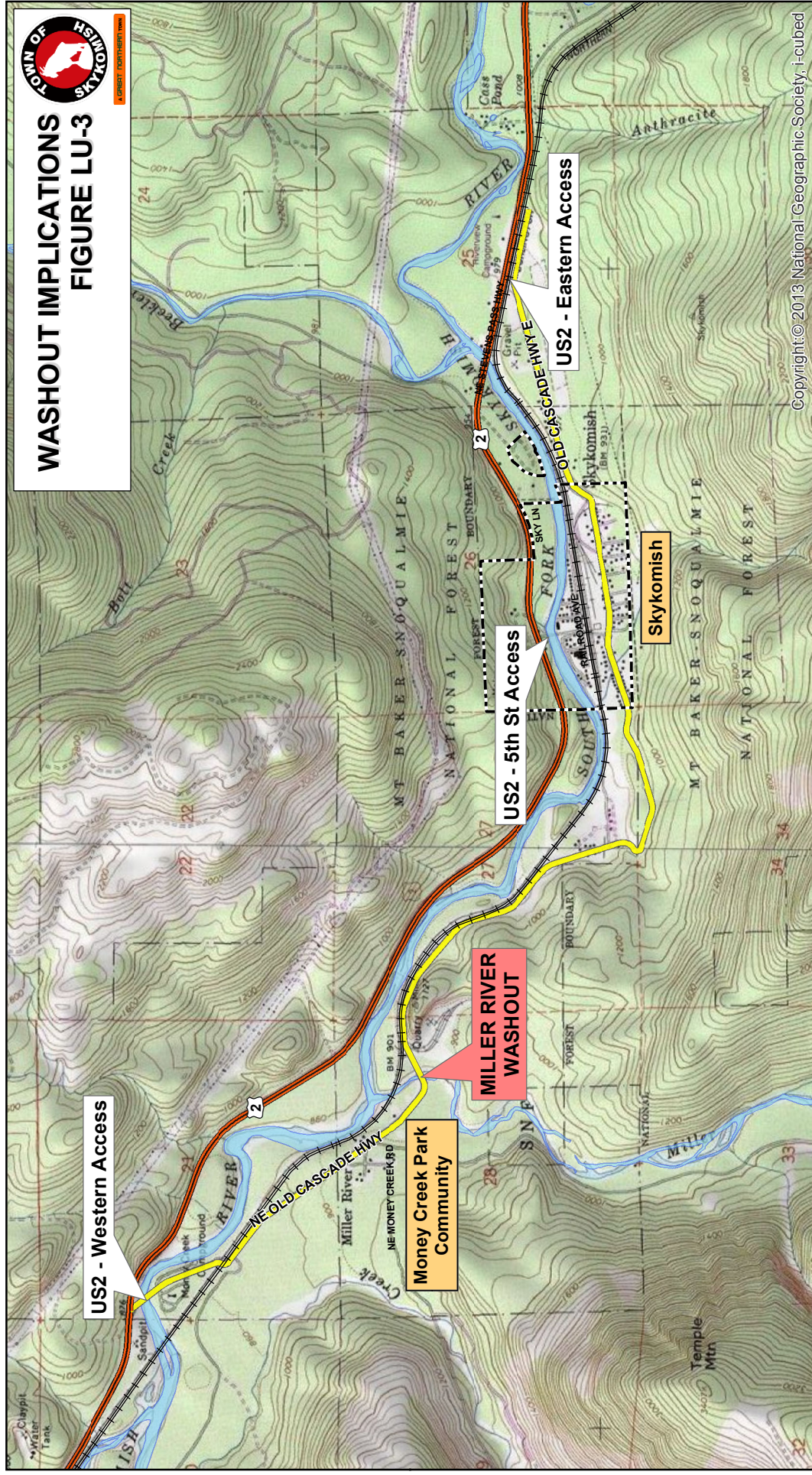
Map Date: May 2015

BHC CONSULTANTS
 BHC Consultants LLC
 1601 Fifth Avenue, Suite 600
 Seattle, WA 98101
 T 206 505 3400
 www.bhcconsultants.com



WASHOUT IMPLICATIONS FIGURE LU-3

Current topographic map



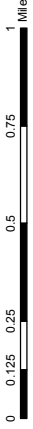
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LEGEND

- City Boundary
- Railroad
- US 2/NE Stevens Pass Highway
- Old Cascade Highway

Mapping information provided by King County, and may not reflect actual or current conditions. Data maintained by King County GIS Center. Land uses and parcel information have not been verified.

Map Date: May 2015



BHC
CONSULTANTS

BHC Consultants LLC
1601 Fifth Avenue, Suite 500
Seattle, WA 98101
T 206 505 3400
www.bhcconsultants.com

Housing Appendix

Key Facts

- 168 housing units
- 2.08 average persons per household
- 31.5% of housing units are used for seasonal or recreational use

Inventory and Analysis

The Housing Appendix inventory is produced from two data products – demographic data from the 2010 Census, and housing and economic data from the 2013 American Community Survey (ACS), 5-year estimates. Census represents the entire population, while ACS data represents a sample of the population and is subject to variability. After the 2000 Census, the long form was replaced by the ACS allowing the Census Bureau to collect information throughout the decade rather than just during the decennial census. The ACS 5-year estimates represent 60-months of data collection, between 2009 and 2013, and the dataset is best used when analyzing small populations.

Housing Stock

It is estimated that there are a total of 168 housing units in the Town of Skykomish.¹ Approximately 92-percent are single family units (**Table H-1**).

Table H-1
Skykomish Housing Units 2010

	Units	Percent of Total
Single Family	155	92%
Mobile Home	11	7%
Multi-family	2	1%
TOTAL	168	

Source: Existing Housing Units by Structure Type, King County and its Cities, 2010.

Since 2000, the Town has had an increase of one housing unit. One additional single family housing unit was constructed in 2004.² The decade prior, 1990 to 2000, the Town permitted 11 new housing units.

¹ 2010 Census, DP-1 Profile of General Population and Housing Characteristics.

² 2008 King County Growth Report, Total Net New Residential Units Authorized 2002-2007.

According to the 2000 Census, 47-percent of all housing in the Skykomish area was built before 1939, while 15-percent of the housing stock was built since 1990. The same figures for King County are 17-percent and 23-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.

Permit Activity Compared to Housing Targets

The 2012 King County Countywide Planning Policies set household “growth targets” for the 2012 to 2031 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 2031 growth target is 10 households, or an average annual increase of about 0.5 households.³ Skykomish’s permit activity for home construction shows that one housing unit was developed in the past 10-years.

Household Size

The average household size in Skykomish is approximately 2.08 persons per household.⁴ This household size is smaller than the countywide average of 2.4 persons per household. However, rural unincorporated King County has an average household size of 2.89.

King County’s 2008 Annual Growth Report anticipates a continued decline in average household size in east-side communities, while household size is anticipated to remain stable in Seattle and actually increase in South King County cities. As the average household size decreases, a greater number of housing units will be required to accommodate the population.

Household Types

Nearly half of households in Skykomish, about 47-percent, are comprised of families.⁵ This percentage is slightly lower than that observed County-wide, where family households make up about 59-percent of the total households (**Table H-2**).

³ King County Buildable Lands Report 2014, Town of Skykomish Residential Development and Employment Update.

⁴ 2010 Census, DP-1 Profile of General Population and Housing Characteristics.

⁵ 2010 Census.

**Table H-2
Household Types 2010**

	Skykomish	King County
Married with children	9.5 %	20.1 %
Married no children	25.3	25.2
Single parent with children	5.3	7.0
Other family	7.4	6.2
Living alone	44.2	31.0
Other non-family household	8.4	10.5
TOTAL	100.0 %	100.0 %

Source: 2010 Census, DP-1 Profile of General Population and Housing Characteristics.

Additionally, the 2010 Census reported that 30-percent of the Town's total households include individuals who are 65 years old and over. Comparatively, 20-percent of King County's total households include individuals who are 65 years old and over.

Occupied Vs. Vacant Dwelling Units

Of the total housing units in the Town of Skykomish, the 2010 Census reported that only 57-percent were occupied. This relatively low figure is due to the reported number of housing units used for seasonal or recreational use, 36-percent, and an additional 7-percent that are vacant.

Owner Vs. Renter Occupied Dwelling Units

Of the 95 total occupied housing units in Skykomish, the 2010 Census reported that 77-percent are owner-occupied and 23-percent are renter-occupied. This percentage of owner-occupied housing units is higher than countywide figures, where owner-occupied housing units make up 59-percent of the total occupied housing stock.

Vacancy Rates

The overall vacancy rate is lower in Skykomish than in King County, most likely due to the higher proportion of owner occupied housing in the Town than in the County (**Table H-3**). Overall vacancy rates are significantly higher due to the 36.3-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.

**Table H-3
Vacancy Rates 2010**

	Skykomish	King County
Homeowner	0.0%	2.6%
Rental	8.3%	7.4%
Overall	43.5%	7.3%

Source: 2010 Census, DP-1 Profile of General Population and Housing Characteristics.

Housing Costs

Rental Costs

In 2000, the median two-bedroom rental rate in Skykomish was \$625.⁶ In 2013, there was not sufficient data to compute the median according to the American Community Survey. However, 60-percent (+/- 55.8-percent) of surveyed occupied rental units were paying between \$750 and \$999 in rent.⁷ Comparatively, King County's median two-bedroom rental in 2000 was \$758, which had risen to \$1,131 by 2013.

Single Family Home Prices

In 2013, the median value of a single family house in Skykomish was \$236,400 (+/- \$44,990), nearly triple the median house value of \$87,500 in 2000. In King County, the median value of a single family house in 2000 was \$289,800, which rose to \$377,300 in 2013. 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.

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. The King County 2008 Annual Growth Report assumes that rent is "affordable" when no more than 30-percent of a renter's income goes toward rent payments. The Annual Growth Report also determines affordable home prices by using the conventional lending assumption, and assumes that no more than 25-percent of a homeowners income goes towards mortgage payments (exclusive of tax and insurance costs). If a household expends a larger share of its income on housing costs, then the household may find it necessary to redirect monies that are normally spent for other basic needs such as food, health care, child care, education, etc.

⁶ 2000 Census, DP-1 Profile of General Population and Housing Characteristics.

⁷ U.S. Census Bureau, 2009-2013 5-Year American Community Survey, DP04 Selected Housing Characteristics.

Household Income

The King County Countywide Planning Policies classify housing affordability according to three income groups that are defined as percentages of the median income. The 2010 Census reported a median household income in King County was estimated at \$71,811.

- Low Income: 0-50% of countywide median household income (less than \$35,905)
- Moderate Income: 50-80% of countywide median household income (\$35,905 to \$57,449)
- Middle Income: 80-120% of countywide median household income (\$57,449 to \$86,173)
- Upper Income: More than 120% of countywide median household income (more than \$86,173)

King County's median income for all households reported in the 2000 census, regardless of the number of persons per household, was \$53,157. As reported by the 2013 ACS, the median household income had risen to \$71,811. Comparatively, the median income reported in the 2000 Census for the Skykomish area was \$45,357 and has decreased to \$33,750 (+/- 11,722) by 2013 (**Table H-4**). The decrease may be the result of ACS sample size constraints.

Table H-4
Median Household Incomes, 2013

	2000	2013
Skykomish	\$45,357	\$33,750
King County	\$53,157	\$71,811

Source: 2000 Census; 2009-2013 5-Year American Community Survey.

To afford a median priced single family home in Skykomish of \$236,400, a household would need an annual income of \$67,954 (assuming conventional lending assumption that no more than 25-percent of a homeowner's income goes towards mortgage payments, exclusive of tax and insurance costs). This indicates that housing in Skykomish is generally not affordable to typical households. However, this may not be an accurate reflection of average values.

**Table H-5
Housing Affordability, 2013**

	King County	Skykomish
Affordable Price	\$249,818	\$117,410
Median Housing Price	\$377,300	\$236,400
Affordability Gap	\$127,482	\$118,990

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

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

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.

In 2000, there was no gap in affordability. The 2000 Census reported a median housing price which was 55-percent of the cost of affordable housing. However, since 2000, the Town experienced the railroad clean-up and constructed a sewer system. These factors would contribute to increased housing values.

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.

Population with Special Needs

The segment of the population having special housing needs due to age, health conditions, or disabilities are expected to increase over time, though by what degree is difficult to predict. In addition, the specific type of housing needed cannot be predicted with accuracy.

Supportive Housing Programs for the Elderly

According to the U.S. Bureau of the Census in a study entitled Demographic and Socioeconomic Aspects of Aging in the United States, a larger percentage of the elderly owned their own home in 1983 (70 percent) compared to the general adult population (65 percent). The study also noted that most elderly households want to and will stay in their present home without going into either a group or institutionalized care facility.

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.

Specialized Congregate Living Facilities/Group Homes

Two other categories of group housing are those for the physically and developmentally disabled and halfway houses. The need for these types of facilities is more difficult to forecast than that for elderly housing. However, provisions for these types of housing arrangements should be discussed in this Housing Element and provisions made in the zoning code to accommodate them.

A. 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 the disabled generally house fewer residents than facilities for the elderly. They also tend to occupy existing vacant homes rather than new, purpose-built structures.

B. 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.

C. Emerging Group Home Facilities

There are several group home types that have come into being in recent years in response to changing societal demands. These include facilities for abused and battered wives and children and homes for individuals with eating disorders.

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.

Transportation Appendix

Transportation System Inventory

The Town of Skykomish contains a network of roads and pedestrian facilities. With the exception of US Highway 2 (US 2) and minor private roads, the street network is owned and operated by the Town. US 2, which runs parallel to the South Fork Skykomish River on the northern side, is a key transportation connection between Eastern and Western Washington and provides the only access from the Town to other communities in the region. US 2 is designated as a Highway of Statewide Significance. Fifth Street and Cascade Avenue, which are collector arterials, connect local access streets in the Town to US 2. The Town, located about 50 miles east of Everett, is not served by transit, and while the Burlington Northern Santé Fe Railroad operates on a line that runs through town, there are no scheduled train stops in Skykomish or adjacent communities.

Roadways

Functional Street Classification

Transportation systems include a hierarchy of streets that provide through-movement and land access functions. Streets are classified based on these functions. All streets in Skykomish are classified according to the functions they serve. State law requires that cities and counties classify their streets based on federal and state guidelines (RCW 35.78.10 and RCW 47.26).

Streets may be classified according to the hierarchy of designations listed below. Due to the limited transportation system functions served by Skykomish streets, and the low traffic volumes present, use of all of these classifications is not warranted at this time:

- Principal Arterial
- Minor Arterial
- Collector Arterial
- Local Access "A"
- Local Access "B"

Principal Arterials are streets of regional significance connecting larger communities and carry the greatest portion of through-traffic or long distance travel. Land access from a principal arterial to adjacent properties is minimized. A principal arterial is generally connected to a freeway and/or other arterials and carries high volumes of traffic.

Minor Arterials are streets of town-wide significance connecting neighborhoods and facilities with other arterials and collectors. Their traffic volumes are generally lower than principal arterials and they generally serve through-traffic, although may provide a minor amount of local access.

Collector Arterials collect traffic from local streets in residential areas and convey it to minor and/or principal arterials. While more local access may be allowed on collector arterials than on minor and principal arterials, they provide an important arterial function. Lower traffic speed limits are usually posted and lower traffic volumes are observed than on minor and principal arterials. Collectors serve up to 50 dwelling units.

Local Access streets are local streets in neighborhoods and commercial areas that provide direct access to abutting properties. Through-traffic is generally discouraged on local access streets. Local access "A" streets serve up to 25 housing units, while local access "B" only serve up to four dwelling units.

Table T-1 lists the Town of Skykomish streets by functional street classification.

Table T-1
Skykomish Functional Street Classification

Classification	From	To
<i>Principal Arterial</i>		
US 2	West Town Limit	East Town Limit
<i>Collector Arterial</i>		
Fifth Street	US 2	Cascade Avenue
Cascade Highway East	East Town Limit	Fifth Street
Cascade Highway West	West Town Limit	Fifth Street

All other streets within the Town are classified as local access (A or B). There are no streets classified as minor arterials.

Street Inventory

The Town of Skykomish maintains an inventory of all Town streets. The street system encompasses about 2.13 miles of Town-maintained roads and about 0.65 miles of federal/state highway (**Table T-2**). The segment of Fifth Street that crosses the Skykomish River is owned and maintained by the Washington State Department of Transportation.

Table T-2
Skykomish Street Inventory

Classification	Length (miles)
Principal Arterial	0.65
Collector Arterial	0.82
Local Access	1.47
TOTAL	2.94

Source: Town of Skykomish

Additionally, the Town's Street Inventory includes information on right-of-way width; sidewalks; pavement conditions, width and type; and traffic control devices.

The Fifth Street Bridge is owned and maintained by the state of Washington. The Washington State Department of Transportation (WSDOT) has identified no weight limits for the bridge. The bridge is inspected once a year and any upgrades necessary are placed on a list of region wide projects and are completed in turn.

Traffic Volumes

US 2 is the most heavily traveled roadway in the Town, with an annual average daily traffic (AADT) volume of 5,500 vehicle trips in 2013.¹ Traffic volumes have not been recently measured on other local streets.

Level of Service

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level of service (LOS) is a quality measure that describes operational conditions within a traffic stream, generally in terms of such measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Letters are used to designate the six levels, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level of service represents a range of operating conditions and the driver's perceptions. Safety is not included in the measures that establish service levels.

LOS for signalized intersections is defined in terms of control delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometries, traffic and incidents. Total delay is the difference between the travel time actually experienced and the travel time in the absence of traffic control, geometric delay, any incidents and any other vehicles. The Highway Capacity Manual (HCM 2000) defines the signalized and unsignalized intersections with the average control delay per vehicle in **Table T-3**.

¹ Washington State Department of Transportation, Annual Traffic Report, 2013.

**Table T-3
Definition of Intersection Level of Service**

Level of Service	Signalized Stopped Delay per Vehicle (seconds)	Unsignalized Average Total Delay per Vehicle (seconds)	Description
A	0-10	0-10	Little or no delay
B	10-20	10-15	Short delays
C	20-35	15-25	Average delays
D	35-55	25-35	Long delays
E	55-80	35-50	Very long delays
F	>80	>50	Failure - extreme congestion

Source: Highway Capacity Manual, 2000.

Consistent with the GMA requirement for comprehensive plans, the Town adopted an LOS standard of “C” for all Town streets. However, it is not feasible for the Town to comprehensively and quantitatively monitor LOS standards at intersections within the Town. With the exception of the two intersections of Fifth Street at US 2 and the railroad, local driver perception indicates that all intersections operate at an LOS of “C” or better.

The Town will study, or require studies of, specific streets and intersections when proposed developments have the potential to affect the LOS. The Town continues to work with BN&SF to address the impacts of periodic closures of Fifth Street to permit trains to pass; issues of delayed emergency vehicle passage; pedestrian and vehicle safety; and to mitigate the impacts of delays at rail crossings.

As a rural “Highway of Statewide Significance”, the State Highway System Plan has adopted a LOS standard of “C” for the segment of US 2 through Skykomish. This is based on the average weekday peak traffic. WSDOT does not consider weekend traffic when monitoring LOS, which may be significantly higher for US 2. The Town will work with WSDOT to maintain the LOS for the highway and will encourage improvements to accommodate weekend traffic.

Transit

No transit service is currently provided to the Town of Skykomish. The City of Gold Bar, located about 20 miles west, is the eastern terminus for Snohomish County Community Transit (CT) routes 270 and 277. Both routes stop at the Gold Bar park-and-ride lot located on the south side of US 2, and provide service along US 2 to Everett Station. Route 277 provides direct access to Boeing’s Everett facility.

Pedestrian and Bicycle

Sidewalks are provided along the north side of Railroad Avenue, and on the south side along Town Center Park. Sidewalks are also located along Fourth Street,

Fifth Street, and Sixth Street, on blocks north of the railroad and south of the river. Sidewalk improvements were made during the BN&SF cleanup. Specific information pertaining to sidewalk locations and conditions is available at Town Hall. Most other streets in Town do not have sidewalks.

Some bicyclists traveling to Stevens Pass or across the Cascades travel along Cascade Avenue (Old Stevens Pass Highway) through Town either to enter Skykomish or as alternative to traveling along US 2. Cascade Avenue does not have a dedicated bikeway.

The Town lacks dedicated pedestrian and bicycle connections to other communities in the Skykomish Valley or beyond. Generally, the shoulder of US 2 is the only pedestrian or bicycle connection between Skykomish and areas to the east and west.

Trails

Skykomish is the gateway to the Alpine Lakes Wilderness Area and other trails located in the Mount Baker-Snoqualmie National Forest. The Iron Goat Trail, a heavily used trail that follows the path of the original rail route through Stevens Pass, has its western terminus about six miles east of Skykomish. However, there are no direct pedestrian connections to hiking trails from the Town.

Air, Rail, and Truck Traffic

Air

One mile east of Skykomish, on the south side of US 2, the WSDOT Aviation Division operates Skykomish State Airport. From Town, the airfield is accessible by traveling east out of town on Cascade Avenue. The Skykomish State Airport is included in the Washington State Airport System Plan. The grass-surfaced airport was used extensively in the 1940s as an emergency airstrip to accommodate military DC3's traveling over the Cascades. Today it continues to provide an emergency landing strip, as well as airlift evacuation services for accidents and highway emergencies, and a landing strip for recreational air travel and limited military uses. The site is staffed year-round by a caretaker, and is approximately 30-acres in size, including a campground used by recreational pilots. The airport is generally closed between November and March due to field conditions.

WSDOT indicates the field could be used for delivery and other commercial purposes. WSDOT has joint grant programs (between the Town and the State) that could be pursued if Skykomish wanted to expand the usage of the airport. Recommended improvements include additional land acquisition and a runway upgrade.

Additional nearby airports are located in Sultan, Everett, and Arlington. Intrastate and international service is provided at SeaTac International Airport. All airports outside of the immediate area are accessible by US 2.

Rail

East-west rail tracks run through Skykomish parallel to US 2 and on the south side of the Skykomish River. The Burlington Northern & Santa Fe Railroad operates freight trains and Amtrak operates passenger rail using these existing tracks. Although Skykomish was once served by rail and rail service facilities are located in town, a functioning train station no longer exists in the Town and rail service has been discontinued.

Truck Routes/Deliveries

Truck traffic into Skykomish includes that associated with rail yard activities, waste hauling trucks accessing the waste facility to the east of Town, and smaller trucks completing pickups and deliveries. No traffic counts on trucks are currently available; however, the community reports that most truck traffic accesses the Town off of US 2 and Fifth Street. The Town does not currently have designated truck routes.

System Deficiencies

While the Town does not experience significant LOS deficiencies, many of the rights-of-way are not fully developed. Fully developed rights-of-way would include full pavement width, curbs, and sidewalks.

Additionally, while the Town is situated amid various outdoor destinations, including popular hiking trails, there are no pedestrian or dedicated bicycle connections between local Town streets and regional trails.

Community residents have also expressed interest in reestablishing transit service in the town.

US Highway 2

When traffic is interrupted on the highway, State Patrol and the Washington State Highway Department reroute US 2 traffic through Town. Safety along US 2 is an ongoing issue, and the community has expressed concern about the impacts of rerouted vehicle and truck traffic.

In 2014, the Town applied for a \$100,000 grant through the Washington Federal Lands Access Program to create a US 2 Corridor Plan (currently pending review). The proposal will develop a master plan for accommodating traffic growth on US 2 within the vicinity of Skykomish, including improved connectivity and access to activities on National Forest lands.

Access & Public Safety

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

connection is frequently blocked by train cars parked over the railway crossing approximately 1-mile east of Town, and is not a reliable access route.

Approximately 2-miles west of Skykomish the Old Cascade Highway² bridges over the Miller River, and continues 1.5-miles northwest to US 2. The 2011 winter flood changed the course of the river and washed a 110-foot section of the highway just west of the bridge. Since the river continues to migrate and the washout continues to widen, the County is working with FEMA to remove the bridge and dead-end the approaching roadways rather than repair the washed-out section. By permanently eliminating one of two reliable access routes, the Town is faced with a public safety hazard and limited access issues.

Future Conditions

Projected Population and Employment Growth

As documented in the Land Use Appendix, Skykomish has experienced long periods of declining population with limited periods of growth. Between 200 and 2010, Skykomish experienced a negative 7.5-percent growth rate, while King County experienced a growth rate of 11.2-percent.

King County's 2035 growth target for Skykomish is for an additional 10 households.

There are approximately 70 jobs in Skykomish, with 90-percent of employment within the government, education or retail sector. King County has not allocated an employment growth target for the Town and economic development is not anticipated to result in significant additional transportation demand.

2035 Traffic Growth

The Town of Skykomish includes a limited area of land. While some land is vacant or capable of supporting redevelopment any new development would be modest due to the total overall capacity. Future growth within Skykomish would likely occur on those undeveloped and underdeveloped parcels, and nearly all land in Town uses Cascade Avenue and Fifth Street to provide access to US 2. Therefore, the impacts of 2035 growth are likely to be focused on Cascade and Fifth Street.

No traffic counts have been completed for Skykomish, nor has there been any traffic modeling. Given the population growth projected during the planning period, this level of analysis is not warranted, nor is funding for such an effort currently available. Level of service on Skykomish streets are not expected to be appreciably affected by increased population over the next 20 years

² Old Cascade Highway is federally classified as a rural minor collector carrying an average of 100 vehicles per day.

Future Deficiencies

With limited growth projected for the next twenty years, future development is expected to be adequately accommodated by the street infrastructure at today's standards. That is, if streets and other facilities, such as sidewalks, are improved to correct existing deficiencies, future growth will be accommodated. As development occurs, it should be required to make improvements that are consistent with adopted design and construction standards.

US Highway 2

Safety along US 2 is a growing concern as regional population growth results increased traffic volumes and user demand. As traffic volumes increase, the intersections with US 2 within Town will be negatively impacted. In 2015, WSDOT updated the list of unfunded priority projects (currently unfunded system investments). US 2 Highway Safety improvements between Snohomish and Skykomish has been added to the list as a "Governor's Priority".

Transportation Facility Plan (2015-2035)

The transportation improvements in the Facility Plan are described in **Table T-4**.

Table T-4
Transportation Facility Plan (2015-2035)

Project Description	Street Classification	Priority
Bike lane on Old Cascade Highway	Collector Arterial	Medium
Railroad Avenue	Local Access	High
Old Cascade Highway	Collector Arterial	High
Helen Street	Local Access	High
Reginald Street	Local Access	High
River Drive West	Local Access	High
Becker Street	Local Access	High
Thelma Street	Local Access	High
1st - 4th Street	Local Access	High
Railroad Ave. sidewalks	Local Access	High
5th Street sidewalks	Collector Arterial	High
ESTIMATED COST	\$150,000 – 200,000	

Note: Town transportation 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.

Following completion of the Transportation Facility Plan improvements, all arterial intersections in the Town are expected to operate at or above the minimum LOS standards (not including intersections with US 2 that may be limited by the state's highway plan).

Financial Plan

Existing Revenues and Expenditures

Revenues available for financing transportation improvements in the Town can be highly variable, depending on the amount of development activity, grant applications and awards, and local economic factors. Funds for transportation improvements typically come from the following sources:

- Town general funds (sales tax, real estate excise tax, and property tax)
- Distributions from state gas tax
- Developer contributions and mitigation (impact fees)
- Grants - federal and state sources
- Bond financing
- Local Improvement District (LID) financing
- Contributions from local/regional jurisdictions (King County and Puget Sound Regional Council)

Between 2011 and 2013, the Town spent an annual average of \$46,662 dollars on transportation, which is typical of expenditures in the recent past.

Funding Assumptions for 2035 Transportation Facility Plan

The estimated total cost of the 2015-2035 Transportation Facility Plan is \$150,000-200,000. Potential funding sources identified for each transportation improvement project include:

- Real Estate Excise Tax (REET) - Funds from home sales to be used for capital or land purchase only
- Mitigation - Any of the available mitigation funds from SEPA mitigation, etc.
- Levy - Voter approved levy for reoccurring maintenance
- Bond - Voter approved bond for capital projects
- Grant - Any source of grant funds such as Transportation Improvement Board, federal funds, etc.

- Sound Transit - Sound Transit program funds such as a transit center
- Local Improvement District - Tax district supported by the property owners
- WSDOT - State funds from US 2 projects

In order for the Town to complete the 2015-2035 Transportation Facility Plan, the Town's expenditures on transportation must be consistent with the Town's stated project priorities. REET revenue is not anticipated to be a significant source of funds. Therefore, the Town will need to aggressively pursue federal and state grants for transportation improvements.

Economic Development Appendix

Key Facts

- There are 13 business operations present in Town,¹
- 72-percent of Skykomish's 71 jobs are in Government/Education,²
- 17-percent of Skykomish's jobs are in Retail-Food Services,
- The median household income in Skykomish is \$33,750,³
- The median family household income is \$63,750,
- Approximately 20-percent of Town residents are below the poverty level, while countywide that number is 11.5-percent.

Background

Although Skykomish is primarily a residential community, some employment opportunities are located in the Town, including retail opportunities and governmental and educational positions. This Appendix includes a brief description of existing economic and demographic conditions.

In order for the Town to become more proactive in promoting economic development to create jobs and revenue, a number of policy directions are recommended. These have been defined in the Economic Development Element. As the Town and business community proceed with planning for economic development, the goals, policies, and strategies identified in the Economic Development Element will become more focused and will articulate the strategic approach the community endorses as local economic development priorities are further defined.

A range of economic activities is addressed in the goals and policies identified in the economic development element. These include home occupations and related infrastructure, leadership and collaboration of economic development programs, and public education and outreach. The goals, policies, and strategies outlined in the Economic Development Element are intended to provide a foundation for City decisions regarding incentives that promote desired results, and measures for monitoring and assessing performance.

¹ King County Growth Report, 2008.

² PSRC Land Use Target, Covered Employment Estimates.

³ US Census Bureau, 2009-2013 5-Year American Community Survey, DP-3 Selected Economic Characteristics.

The community has identified several opportunity areas that may provide the basis for future economic development. Chief among these is the opportunity presented by the Town's location near various recreational destinations. In addition, the Town has expressed interest in promoting Skykomish as a tourist destination that capitalizes on the historic integrity of the buildings located along the Town's main street. This opportunity could be expanded by the development of a local museum that celebrates the Town's railroad history.

Buildable Lands

The King County Buildable Lands program described in the Land Use Element provides an estimate of development capacity of vacant and "redevelopable" land within the Town. The analysis uses a series of factors to account for "unbuildable" land including critical areas, public lands, and the likelihood that some of the land may not be available for development.

Unfortunately, due to the limited land base present in Skykomish, the buildable lands analysis did not evaluate available land based on different comprehensive plan land use or zoning classifications, therefore there are no estimates of land capacity for additional commercial or industrial uses. The Town gained 7 jobs between 2006 and 2012. However, King County has not set a formal job target under the Countywide Planning Policies.

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, cellular telephone, 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 Frontier, the Incumbent Local Exchange Carrier (ILEC). Frontier also provides DSL broadband internet service to residents and businesses.

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 located in a building on Rail Road Avenue in Skykomish.

Four main "feeder" cable routes generally 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.

Cellular Telephone

Cellular telephone service is provided by broadcasting and receiving radio signals to and from cellular facilities and cellular devices. Cellular facilities consist of base station antennas that serve a local area and connect cellular phones to the regional phone network. Cellular 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.

Siting of cellular facilities depends on how the system is configured. The cell sites must be designed so that channels can be reused because the FCC allocates a limited number of channels to each cellular telephone company. Topography and other built features can effect signal transmission, so the cell is configured to locate the cell 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 cellular facilities. Monopoles generally 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 generally range from 80 feet to 200 feet or more in height. Lattice towers may be self-supporting or stabilized by guy wires.

Service Area

Cellular 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 cellular service providers for the Skykomish area include AT&T Wireless, Verizon, Sprint, Cingular, Voicestream, Qwest, and Nextel.

Future Capacity

Expansion of cellular facilities is demand driven. Raising the density of transmission/reception equipment to accommodate additional subscribers follows, rather than precedes, 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.

Other public facilities or services are those 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.

3. **Future Needs** – This section identifies the existing and capital needs to be addressed by the Town in the future.
4. **Potential Funding Sources** – This section summarizes potential funding sources that may be used to support needed capital facilities.
5. **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 2031 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 2031.

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-P35, 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, Storage, and Distribution Facilities
 - Stormwater Management
 - Sanitary Sewer Facilities
- Town Facilities and Properties
 - Town Offices
 - Public Works Facilities: Maintenance Building / Vehicles and Equipment
 - Parks : Skykomish Ball Field / Depot Park
 - "Burn Dump"
- Other (Non-Municipal) Public Facilities and Services
 - Law Enforcement Services
 - 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. Any updates to the plan made since 1993 have not been reviewed or approved by the County or State. Existing facilities are listed below.

Water Source Description and Protection

The Town acquires its water through groundwater provided by two wells, located to the east of 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 many different kinds 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.

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.

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 20 of those connections lie outside the Town limits. The Department of Health has established a service connection capacity of 250 connections, under current conditions.

System Improvements

The following needed improvements, in addition to service upgrades, were identified in the 1993 Water Comprehensive Plan. In some cases, likely funding sources were identified. Some of these improvements listed are in the process of being completed or have been completed:

<u>Improvement Category</u>	<u>Improvement Needed</u>
Block Grant Improvements	<ul style="list-style-type: none"> ▪ Redundancy Capabilities (wells, pump controls) ▪ Emergency power supply ▪ Back Up power supply ▪ Replacement of A-C pipe or testing for asbestos in water ▪ Replacement instrumentation ▪ Second method to supply distribution from the tank
To be improved within five years	<ul style="list-style-type: none"> ▪ Method to supply across bridge; second line ▪ Cross connection control program ▪ Pump house building replacement/upgrade ▪ Leak detection equipment /program ▪ Mill Town improvement
To be improved within ten years	<ul style="list-style-type: none"> ▪ Second storage facility ▪ North of town improvements (hydrants, valves, light industrial/commercial application)
Immediate internal improvements needed (i.e., changes in operations, regulations, and department philosophies)	<ul style="list-style-type: none"> ▪ Asbestos testing ▪ Leak detection/use audit program ▪ Lead/copper testing ▪ Emergency plan/options for drought, power outages, flood, earthquake, and other natural or manmade disasters ▪ Emergency plan/options for well and or distribution system failures

▪ ***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. The proposed sewer system is near completion. It is anticipated that the school and few remaining residential properties will be hooked up to the system by fall, 2015.

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 waste water 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 waste water 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 waste water 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 was retrofitted to ADA standards a few years ago, and currently is in need of a new roof very soon, as well as new wiring. Additional upgrades are also needed, including replacement or repair of the existing toilet, new storm windows, and upgrades and maintenance of the furnace.

▪ *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.

Vehicles and Equipment

The City owns the following vehicles:

<u>Vehicle</u>	<u>Condition</u>
2005 Ford F550 4x4 Dump w/Snow Plow	Good
1988 Case 580 Backhoe	Fair
1998 Chevrolet Astro Van	Fair
2007 Chevrolet Silverado 350	Good
2004 Ford E-350 Ban	Good
2007 OLYMP Utility Trailer	Good
1993 John Deere Lawnmower	Fair
2003 John Deere Backhoe Loader	Good

▪ ***Parks***

The Town currently owns a total of approximately 6.8 acres of park land. The majority of this land is not immediately adjacent to the Town. Since it is necessary for park uses to access the Town by traveling along SR 2, parents concerned about safety along the highway would be likely to discourage unaccompanied children from accessing the park by this route.

<u>Park</u>	<u>Location</u>	<u>Size (acres)</u>
Skykomish Ball Park	West of Skykomish off SR 2	6.4
Depot Park	On the south side of Railroad Avenue (across from hotel)	~0.1
Town Center Park	South side of railroad tracks, north of Old Cascade Highway	~0.1

Skykomish Ball Field

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.

The Town has requested a Community Development Block Grant to fund construction of an additional bathroom to be put on a septic system (the existing rest facilities are on a cesspool system); and to purchase new playground equipment and new bases for the ball field.

Depot Park

The 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. The park is maintained by the Skykomish Lyons Club.

The Town has expressed interest in acquiring the depot building for use by the Skykomish Historical Society.

Town Center Park

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.

▪ ***“Burn Dump”***

The “Burn Dump” is located to the east of town off on Old Cascade NE. The burn dump is three to four acres in size, gated, and in the past has been used by the community for storage or to burn yard waste prior to yard waste services being available in town. The Town used to lease a portion of the area, known as the “Pole Yard,” for the storage of utility poles.

Table CF-1 lists all properties owned by the Town. **Table CF-2** on the following page lists all other publically owned properties within Town limits. Each property is identified by its Map ID on **Figure CF-1** (Public Ownership Map). The extent of the Public Ownership Map displays all Town-owned properties in the vicinity of Skykomish, in addition to other publically-owned properties within Town limits.

**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

**Table CF-2:
Publicly Owned Property Inventory**

Map ID	Owner	Use	King County Parcel No.	Acres
<i>Other Publically Owned Properties (within Town limits)</i>				
A	King County	Vacant	2626119076	0.22
B	King County	Vacant	2626119081	0.11
C	King County	Vacant	5060800115	0.01
D	King County	Vacant	5060800130	0.04
E	King County	Vacant	5062300295	0.11
F	King County	Vacant	7807800065	0.04
G	King County	Vacant	7807800070	0.09
H	King County	Vacant	7807800075	0.00
I	King County	Vacant	7807800160	0.01
J	King County	Vacant	7807800195	0.06
K	King County	Fire Station	5061300110	0.13
L	King County	Fire Station	5061300115	0.15
M	School District	School	5060800005	1.59
N	School District	Community Center	7807800675	0.31
O	US Forest Service	USFS Ranger Station	5061300210	0.61
TOTAL ACREAGE				3.49

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 substation is housed on the second floor of the Skykomish public works maintenance facility, which the Town provides under the terms of its contract with the County. The substation space is adequate; however, there is currently no structural secondary (emergency) exit from the building. A structurally unsound stairway was removed a few years ago and has not been replaced by the Town. The only emergency exit available to the second floor is a rope ladder that can be thrown out the window.

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.

Taxes for fire service are collected by King County on assessed property values. Taxes are currently 1.5-percent per \$1,000 assessed value. King County also has a County Wide EMS Levy which is currently at \$ 0.30 that Town properties have contributed to since the first levy passed in 1979. EMS levy funds are distributed to Fire departments through King County EMS.

- ***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 76 students (47 in the elementary school and 29 in the High School)¹. 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.

¹ Washington Office of Superintendent of Public Instruction, for the 2002-2003 school year.

The Town is required to adopt by reference the most recently adopted Capital Facility Plans for Skykomish School Districts.

The school also provides recreational facilities such as a basketball court and some 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 expanding during the planning period

- ***Community Meeting Facility***

The Town is not expected to need additional meeting space during the planning period.

- ***School Facilities***

The Town is expected to adopt annually the Skykomish School District #404 Capital Plan.

- ***The "Burn Dump"***

Currently this area is surplus Town land being held in reserve for a future undefined use.

- *Forest Service Compound*

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. A summary of the Town's 20-year Capital Facilities Plan is presented at the end of this chapter.

Potential Funding Sources

A wide range of revenue sources is available to the Town of Skykomish to fund capital facilities. There are three types of sources available for capital facilities: multi-use, single use, and, less commonly, the general fund. Each is described below.

1. **Multi-Use:** Specific taxes, fees, loans, and grants which may be used for multiple types of capital facilities (but which may become restricted if and when adopted for a specific type of capital facility);
2. **Single Use:** Taxes, fees, loans, and grants which may be used only for a particular type of capital facility; and
3. **General Fund:** General Town revenue that is generally used for Town operations and only occasionally used as a source of funding capital projects.

Multi-Use Revenue Sources

- *General Obligation Bonds & Lease-Purchase (Property Tax Excess Levy)*

There are two types of General Obligation (GO) bonds: voter-approved and council-manic.

Voter-approved bonds increase the property tax rate, with increased revenues dedicated to paying principal and interest on the bonds. Local governments are authorized in "excess levies" to repay voter-approved bonds. Excess levies are increased in the regular property tax levy above statutory limits. Approval requires a 60-percent majority vote in favor and a turnout of at least 40-percent of the voters from the preceding general election.

Council-manic bonds are authorized by a jurisdiction's legislative body without the need for voter approval. Principal and interest payments for council-manic bonds come from general government revenues, without a corresponding increase in property taxes. Therefore, this method of bond approval does not utilize a dedicated funding source for repaying the bond holders. Lease-purchase

arrangements are also authorized by vote of the legislative body and do not require voter approval.

The amount of the local government debt allowable for GO bonds is restricted by law to 7.5-percent of the taxable value of the property within the Town limits. This may be divided as follows:

General Purpose Bonds	2.5-percent
Utility Bonds	2.5-percent
Open Space and Park Facilities	2.5-percent

Of the 2.5-percent for General Purpose Bonds, the Town may issue up to 1.5-percent in the form of council-manic bonds.

As of June 2003, the Town has neither any council-manic GO bonds nor voter-approved GO debt. As of 2003, the Town has \$466,313 in its Local Government Investment Pool (LGIP), which includes some funds for operating activities. If bonds were used to fund capital facilities, the impact on the individual taxpayer would vary widely depending upon the amount and term of the bonds.

▪ ***Real Estate Excise Tax (REET)***

RCW 82.46 authorizes local governments to collect a real estate excise tax levy of 0.25-percent of the purchase price of real estate within the Town limits. The Growth Management Act authorizes collection of another 0.25-percent. Both the first and second 0.25-percents are required to be used for financing capital facilities specified in local governments' capital facilities plans.

The first and second 0.25-percent may be used for the following:

- For planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of streets; roads; highways; sidewalks; street and road lighting systems; traffic signals; bridges; domestic water systems; storm and sanitary sewer systems;
- For planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of parks; recreational facilities; trails
- For planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of law enforcement facilities; fire protection facilities; libraries; administrative and/or judicial facilities;
- For planning, acquisition, construction, reconstruction, repair, replacement, rehabilitation, or improvement of river and/or waterway flood control projects

The Town of Skykomish has enacted both the first and second 0.25-percent real estate excise taxes. The County Assessor Office determines the value of the property and the seller of the property is responsible for the payment of these

assessed taxes. The REET revenue is deposited in a special fund in the general fund. Twenty-five-percent of this amount goes toward the Street Fund; the remainder may be allowed to fund other capital facilities projects.

- ***Business License Fees***

The Town currently requires all businesses operating within the Town limits to have a business license. The cost is \$25 per year.

- ***Retail Sales and Use Tax***

Retail sales and use taxes are to be expended on maintenance and operating costs. In 2013, Skykomish received \$61,062 in local retail sales and use taxes. One-percent of the total tax is reserved for public safety purposes, in 2013 this amounted to \$4,440.

- ***Utility Tax***

RCW 35A.52 authorizes cities to collect a tax on gross receipts of electrical, gas, garbage, telephone, cable TV, water, sanitary sewer, and stormwater management providers. Service users pay the tax as part of their utility bill.

State law limits the utility tax to 6-percent of the total receipts for cable TV (not applicable to Skykomish since cable is not currently available), electricity, gas (propane gas is available in Skykomish), steam (not applicable to Skykomish), and telephone, unless a majority of the voters approved a higher rate. There are no restrictions on the tax rates for Town-owned sewer, water, solid waste, and stormwater.

Currently, the Town collects the 6-percent utility tax only on electricity. Revenue can be used for capital facilities acquisition, construction, and maintenance, although this revenue supports the general fund.

- ***Community Development Block Grants***

Statewide, approximately \$8.5 million in Community Development Block Grant (CDBG) funding is available annually through the federal Department of Housing and Urban Development (HUD) for public facilities, economic development, and housing projects that benefit low- and moderate-income households. Funds may not be used for maintenance and operations. CDBG grant funds were requested in 2003, but as of June 2003, it is not known yet if they have been granted.

- ***Public Works Trust Fund Grants and Loans (PWTF)***

The state Department of Commerce provides low-interest loans for capital facilities planning, emergency planning, and construction of bridges, roads, domestic water, sanitary sewer, and storm sewer. Applicants must have a capital facilities plan in place and must be levying the original 0.25-percent real estate sales tax (see real estate excise tax, above). Construction and emergency planning projects must be for reconstruction of existing capital facilities only. Capital improvement planning projects are limited to planning for streets and utilities.

Loans for construction projects require a local match generated only from local revenues or state-shared entitlement (gas tax) revenues. The required local match is 10-percent of a 3-percent loan, 20-percent for a 2-percent loan, and 30-percent for a 1-percent loan.

Emergency planning loans are at a 5-percent interest rate. If state or federal disaster funds are received, they must be applied to the loan for the life of the project (20 years). Future PWTF funding cannot be reliably forecast.

The Town has not received these funds in the recent past.

- ***Water and Land Resources Division Funds (King County)***

The mission of the Water and Land Resources Division is "to sustain healthy watersheds, protect wastewater systems, minimize flood hazards, protect public health and water quality, preserve open space, working farms and forests, ensure adequate water for people and fish, manage public drainage systems, and protect and restore habitats." The department operates a range of programs, including stormwater and surface water management, flood control, acquisition and management of critical areas, earthquake and disaster mitigation planning, noxious weed management, real estate transactions for preservation and conservation purposes, and management of grant programs associated with these areas and others. The Town may have participated in these Water and Land Resources Division programs in the past, however it has not recently received any funding for such projects.

- ***Storm Drain Utility Fee***

The State authorizes cities and counties to charge a fee to support storm drain capital improvements. The fee is usually a flat rate per residential equivalency. Residential equivalencies are based on average amount of impervious surface. Commercial property is commonly assessed a rate based on a fixed number of residential equivalencies. The 2014 Stormwater Management Plan recommended the Town establish a utility fee, no fee has been established at this time.

Single Use Revenue Sources

- ***Cultural Arts, Stadium/Conventional Facilities***

- ***Special-Purpose Districts***

- RCW 67.38.130 authorizes cultural arts, stadium/convention special purpose districts with independent taxing authority to finance capital facilities. The District requires a majority voter approval for formation, and has a funding limit of \$0.25 per \$1,000 of assessed valuation.

- Typically, such a special-purpose district would serve a larger geographical area than the single city. Revenue would be based on the tax base of the area within the special service district.

- ***Fire Protection and Emergency Medical Services***

EMS Levy

The state authorizes a \$0.50 per \$1,000 assessed value property tax levy, which may be enacted by fire and hospital districts, cities and towns, and counties. Skykomish cannot enact an EMS levy because it is served by Fire District #50.

Fire Impact Fees

RCW 82.02.050-090 authorizes a charge (impact fee) to be paid by new development for its "fair share" of the cost of fire protection and emergency medical facilities required to serve the development. The Town does not currently charge a fire impact fee because it does not directly operate fire protection capital facilities.

- ***Roads, Bridges, and Mass Transit***

Motor Vehicle Fuel Tax

RCW 82.36 authorizes this tax, which is administered by the state Department of Licensing and paid by gasoline distributors. Cities and counties receive 11.53-percent and 22.78-percent, respectively, of motor vehicle fuel tax receipts. Revenues must be spent for "highway purposes" including the construction, maintenance, and operation of Town streets, county roads, and highways. In 2002, Skykomish received \$3,186 in fuel tax revenue, with an additional \$1,147 being received for arterials.

Local Option Fuel Tax

RCW 82.80 authorizes this countywide local option tax equivalent to 10-percent of the statewide motor vehicle fuel tax and a special fuel tax of 2.3 cents per gallon. Revenues are distributed back to the county and its cities on a weighted per capita basis (1.5 for population in unincorporated areas and 1.0 for population in incorporated areas). Revenues must be spent for "highway purposes." King County has not enacted this local option fuel tax.

Local governments may collect a tax on retail sales of up to 1.0-percent. Counties, with voter approval, may collect an additional 0.1-percent, which may be used only for criminal justice purposes (public transportation-benefit authorities may levy up to 0.6-percent). Voter approval is required for all local option sales tax increases.

Commercial Parking Tax

RCW 82.80 authorizes a tax for commercial parking businesses, but does not set rates. Skykomish has no commercial parking operations and does not have a commercial parking tax.

Transportation Benefit District

RCW 35.21.225 authorizes cities to create transportation districts with independent taxing authority for the purposes of acquiring, constructing, improving, providing, and funding any city street, county road, or state highway improvement within the district. Special district's tax base is used to finance capital facilities. Due to the small size of the Town, it is unlikely the Town would develop a transportation benefit district.

Road Impact Fees

RCW 82.02.050-090 authorizes cities and counties to exact road impact fees from new development for its "fair share" of the system improvement costs of roads necessary to serve the development. Impact fees must be used for capital facilities necessitated by growth, rather than to correct existing deficiencies in level of service. Impact fees cannot be used for operating expenses.

Skykomish does not currently have any mechanism by which to collect traffic impact fees, although the limited amount of development occurring at this time would suggest that any impact fees that could be collected may be inconsequential. If a road impact fee ordinance and schedule were adopted, the fees charged would be based on the cost of providing the items listed in the 6-year transportation improvement plan. The cost share would then be allocated to new development utilizing a per trip methodology.

National Highway Systems Grants

The Washington State Department of Transportation (WSDOT) awards grants for construction and improvement of National Highway System (NHS) components. In order to be eligible, projects must be a component of the NHS and be on the regional transportation improvement program.

Ultimately, the NHS will include all interstate routes, a large percentage of urban and rural principal arterials, defense strategic highway networks, and strategic highway connectors. In the interim, the NHS will consist of highways classified as principal arterials.

Funds are available on an 86.5-percent federal, 13.5-percent local match based on the highest ranking projects from the regional Transportation Improvement Board (TIB) list. It is not possible to forecast reliably how much, if any, revenue the Town would receive from this source. In 2001, the Town received a grant for \$50,000 for a street improvement and repaving project completed in 2002. In 2014, the Town applied for a Washington Federal Lands Access Program grant for a US 2 Corridor Study, the application is pending review.

Surface Transportation Program (STP) Grants

Puget Sound Regional Council (PSRC) provides grants for road construction, transit, capital projects, bridge projects, transportation planning, and research and development. Projects must be on the regional Transportation Improvement

Program (TIP) list, and must be for roads with higher functional classifications and local or rural minor collectors.

Funds are available on an 86.5-percent federal/13.5-percent local match based on highest-ranking projects from the regional TIP list. Jurisdictions eligible for these funds must have a PSRC-certified Transportation Element in their Comprehensive Plans. The Transportation Element of the 1994 Skykomish Comprehensive Plan did not meet the criteria required to be certified. The updated Transportation Element should contain the required elements and therefore the Town should be eligible for future funding under this program.

Federal Aid Bridge Replacement Program Grants

WSDOT provides grants on a statewide priority basis for the replacement of structural deficient or functionally obsolete bridges. Funding is awarded on 80-percent federal/20-percent local match.

The Town has not received a Bridge Replacement grant in recent years.

Federal Aid Emergency Relief Grants

WSDOT provides funding for restoration of roads and bridges on the federal aid system that are damaged by natural disasters or catastrophic failures. Funds are available on an 83.13-percent federal/16.87-percent local matching basis. Because emergencies cannot be predicted, it is not possible to forecast revenues from this source.

Urban Arterial Trust Account Grants (UATA)

The Washington State Transportation Improvement Board (TIB) provides funding for projects to alleviate and prevent traffic congestion. In order to be eligible, roads should be structurally deficient, congested by traffic, and have geometric deficiencies, or a high incidence of accidents. Funds are awarded on an 80-percent federal/20-percent local matching basis. Skykomish is not likely to receive such a grant because its streets are not congested or likely to become congested.

Transportation Improvement Account Grants (TIA)

The state Transportation Improvement Board provides funding for projects designed to alleviate and prevent traffic congestion caused by economic development or growth. Eligible projects should be multi-agency, multi-modal, congestion, and economic development-related, and partially funded locally. Funds are awarded on a percentage basis with a local match. Skykomish is not likely to receive such a grant because its streets are not likely to become congested.

Centennial Clean Water Fund (CCWF)

The Department of Ecology (DOE) issues grants and loans for the design, acquisition, construction, and improvement of water pollution control facilities and related activities to meet state and federal requirements to protect water quality. The Town has not pursued these grants in the past.

State Revolving Fund Loans

DOE administers low-interest loans and low-interest guarantees for water pollution control projects. Applicants must demonstrate water quality need, have a facility plan for water quality treatment, show ability to repay a loan through a dedicated source of funding, and conform to other state and federal requirements. The Town has not implemented a water quality plan as yet, although a study was completed in the early 1990s.

- ***Solid Waste***

Department of Ecology Grants

The state awards grants to local governments for a variety of programs related to solid waste, including a remedial action grant to assist with local hazardous waste sites, moderate risk/hazardous waste implementation grants, and waste composting grants. It is not possible to forecast revenue from this source.

Flood Control Special Purpose Districts

RCW 86.15.160 authorizes flood control special purpose districts with independent taxing authority (up to 50 cents per \$1,000 assessed value property tax levy limit without voter approval) to finance flood control capital facilities. In addition, the district can, with voter approval, use an excess levy to pay for general obligation debt. Skykomish does not have a flood control special district.

- ***Surface Water Management***

Storm Drainage Payment In Lieu of Assessment

In accordance with state law, the Town could authorize storm drainage charges in lieu of assessments. Except for limited storm drainage facilities such as culverts, the Town does not have any coordinated storm drainage facilities. The Town has adopted a stormwater management plan, however it has not been implemented, and capital facilities have not been identified in the Town's capital improvements plan. Consequently, the Town does not currently collect a storm drainage facility charge per acre upon issuance of a building permit. Revenues from this charge could be deposited in a Storm Drainage Cumulative Reserve Fund. Revenues from this fund could be used for construction, maintenance and/or repair of storm drainage facilities, acquisition of property or related debt service.

- *Water Supply*

User Fees

The state authorizes cities, counties, and special purpose utility districts to charge for water consumption, usually on the basis of volume of water consumed. Revenue may be used for capital facilities, operations, and maintenance.

Skykomish's current water rate structure consists of a usage charge, an assessment charge, and a charge to support an emergency reserve. Usage charges are based on service meter readings and are designed to cover operations and maintenance expenses. The assessment charge is used to pay system debt. Any remaining assessment revenue is transferred to Fund 403 – Water Capital Improvement Fund. Fund 403 is used for annual equipment purchases and as a reserve for future capital improvements.

The Town has collected 1.5-percent to support future repair to the water tank and 1.5-percent for the water system capital improvement fund. As of 2002, together these funds are at \$69,868.

Town residents and persons living outside the Town who receive Town water pay the same rate.

Grants and Loans

Grants and loans are additional sources of revenue that may be used for capital projects.

The State Community Economic Revitalization Board (CERB) provides low-interest loans, and occasionally grants to finance sewer, water, access roads, bridges, and other facilities for specific private sector development. Funding is available only for projects that support specific private developments or expansion that promotes the trading of goods and services outside the state. The average requirement is to create one job per \$3,000 of CERB financing.

The Federal Economic Development Administration (EDA) provides grants for improvements that benefit economic development and reduce unemployment.

General Fund

- *Property Tax*

Property tax levies are most often used by local governments for operating and maintenance costs and support the general fund. They are used infrequently as a source for funding capital improvements.

The 2002 property tax rate in Skykomish is currently 1.5-percent per \$1,000 of assessed value (AV). The maximum rate allowed by state law is \$3.60 per \$1,000 AV. The Town has the option to set its rate at any level up to the maximum. In Skykomish in 2013, the amount collected was \$42,904. Of this amount, 80-

percent is directed to the General Fund and 20-percent is forwarded to the Street Fund.

Under state law, local governments are prohibited from raising the property tax levy more than six-percent of the highest amount levied in the last three years (before adjustments for new construction and annexations). This is known as the "106-percent lid." However, the state authorizes temporary or permanent increases above the 106-percent lid, up to a statutory limit under local voter approval. The Town of Skykomish has not proposed a temporary lid lift.

- ***Business and Occupation Tax***

RCW 35.102 authorizes cities to collect this tax on the gross or net income of businesses, not to exceed a rate of 0.2-percent. Revenue may be used for capital facilities acquisition, construction, maintenance, and operations. Voter approval is required to initiate the tax or increase the tax rate.

- ***Local Option Sales Tax (Retail)***

Local governments may collect a tax on retail sales of up to 1.0-percent. Counties, with voter approval, may collect an additional 0.1-percent, which may be used only for public safety purposes (public transportation-benefit authorities may levy up to 0.6-percent). Voter approval is required for all local option sales tax increases.

**Table CF-3
20-year Capital Improvement Program**

Project	Priority	Estimated Cost	Funding Sources
<i>Park</i>			
Ball Field Improvements	Low-Medium	\$500,000 – 1,000,000	Grants, User Fees, General Fund
Bicycle/Pedestrian Trails	Low-Medium	\$200,000 – 500,000	Grants, User Fees, General Fund
<i>Water</i>			
To be determined	-	-	Grants; User Fees; General Fund; Developer Extensions
<i>Sewer</i>			
To be determined	-	-	Developer Extensions
<i>Stormwater</i>			
Culvert Replacement & Repair	Medium	\$170,000 – 200,000	Grants; General Fund
<i>Transportation</i>			
Street Improvements & Repair	High	\$150,000 – 200,000	State/Federal Grants

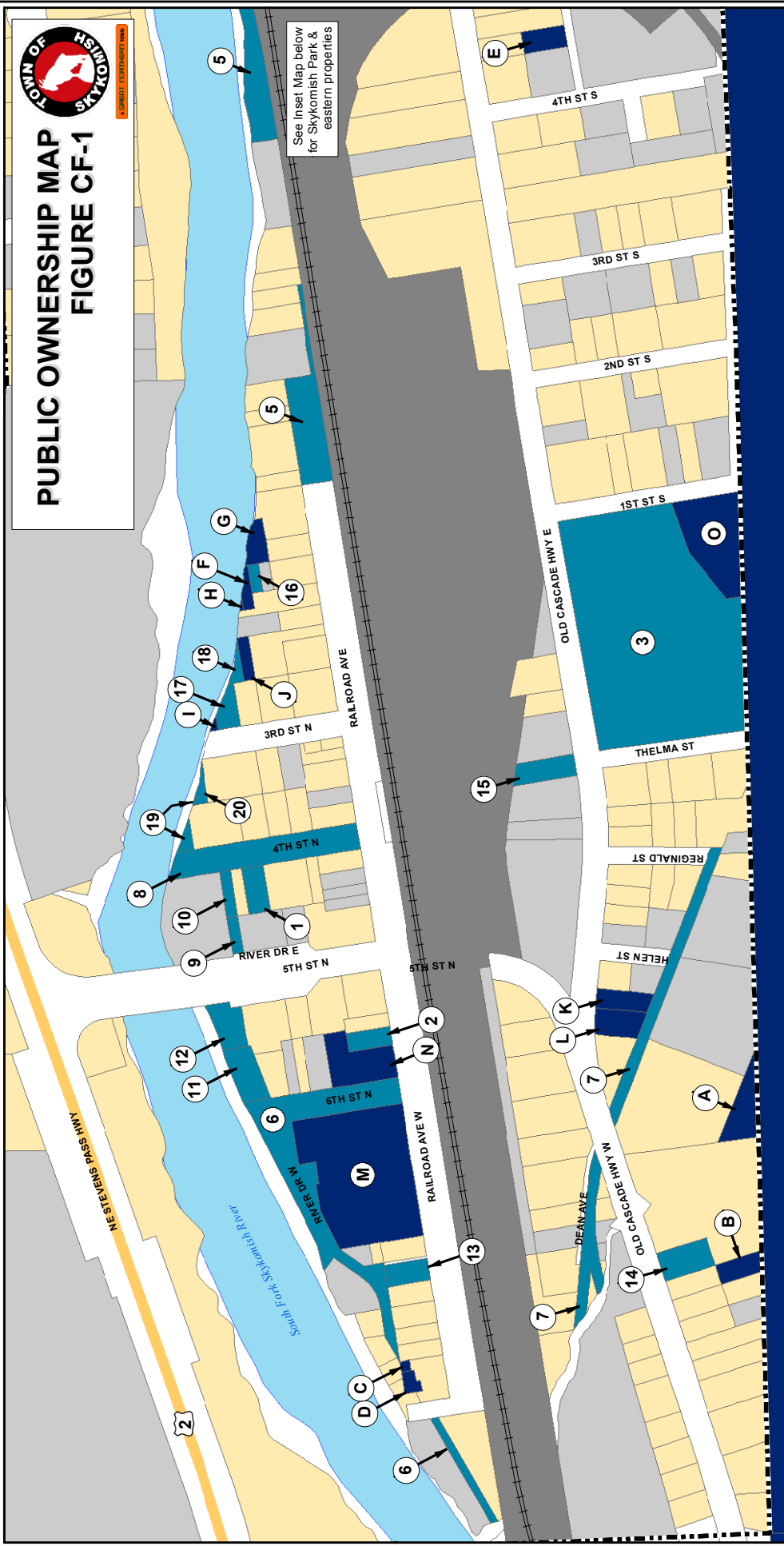
Note: Town capital facilities planning is underway and is expected to result in a more definitive list of projects, priorities, and costs depending on outside funding or improvements necessary for, and funded by private developments.



PUBLIC OWNERSHIP MAP FIGURE CF-1

Legend: Public Ownership

See Inset Map below for Skykomish Park & eastern properties

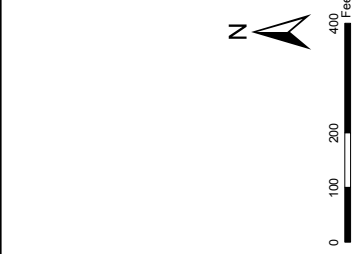
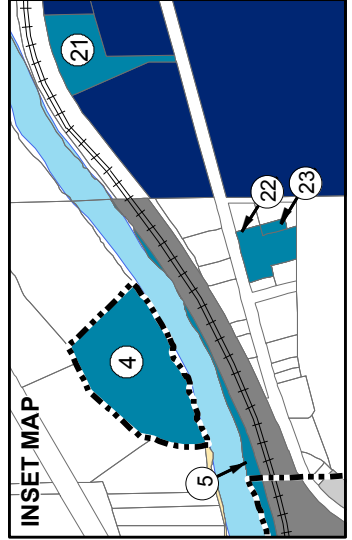


There are no Town-owned properties located beyond the extent of the Public Ownership Map. Only properties labeled "Public, Other" located within Town limits are identified in the Capital Facilities Appendix.

All mapping information provided by King County, and may not reflect actual or current conditions. Data maintained by King County GIS Center. Land uses and parcel information have not been verified.

Map Date: March 2015

BHC CONSULTANTS
TACOMA
1601 Fifth Avenue, Suite 500
Seattle, WA 98101
T 206 505 3400
F 206 505 3406
www.bhcconsultants.com



LEGEND

- City Boundary
- Town of Skykomish
- Public, other
- Private
- Private, vacant
- Private, road/utility ROW
- Parcel
- Railroad