



Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 ||| SEATTLE, WA 98104•1035 ||| psrc.org ||| 206•464•7090

Town of Wilkeson 2015 Comprehensive Plan Update

- 1) Certification memo dated October 26, 2017 (see page 2). As of this Executive Board action taken at the December 7, 2017 meeting, the Town of Wilkeson comprehensive plan is now fully certified for consistency with the transportation-related provisions of the Growth Management Act, VISION 2040, and Transportation 2040.
- 2) Certification report dated September 24, 2015 (see page 6). This report summarizes complete review of the 2015 comprehensive plan update and a certification condition for the town to address by December 2017.



Puget Sound Regional Council

ACTION ITEM

October 26, 2017

To: Growth Management Policy Board

From: Paul Inghram, Senior Program Manager

Subject: **Recommend Full Certification of the Comprehensive Plans for the Towns of South Prairie and Wilkeson**

IN BRIEF

Consistent with PSRC's [adopted plan review process](#), PSRC staff reviewed resolutions adopted by the towns of South Prairie and Wilkeson that respond to the conditions for regional certification. Staff recommends full certification of the plans.

RECOMMENDED ACTION

The Growth Management Policy Board and Transportation Policy Board should:

Recommend the Executive Board certify that the transportation-related provisions of the South Prairie and Wilkeson comprehensive plans, as clarified by commitments made in adopted resolutions acknowledging the reconciled Pierce County targets, are consistent with the multicounty planning policies and the regional transportation plan and conform to the Growth Management requirements for transportation planning.

DISCUSSION

The towns of South Prairie and Wilkeson received conditional certification for insufficient capacity to accommodate their respective Pierce County growth targets. The Pierce County growth targets were amended by Ordinance No. 2017-24s in June 2017. The amended growth targets are now in alignment with each town's capacity to accommodate growth.

South Prairie

The Town of South Prairie's comprehensive plan was conditionally certified by the Executive Board in September 2015 due to insufficient capacity to accommodate population, housing unit, and employment targets. South Prairie's plan assumed a lower level of growth than the growth allocated to the town in the 2012 Pierce County growth targets. The September 2015 [certification report](#) outlines the condition and options to rectify the discrepancy between the adopted targets and land use assumptions used in the plan.

The Town of South Prairie adopted Resolution No. 2016-02 in March 2016 in support of Pierce County's work to amend the growth targets (see Attachment A). After adoption of the amended Pierce County targets, the town submitted a letter to PSRC, dated September 21, 2017, acknowledging the amended growth targets that are now in alignment with the town's capacity to accommodate growth and the town's intent to incorporate the updated targets into the comprehensive plan at the time of the next major update (see Attachment B).

Wilkeson

The Town of Wilkeson's comprehensive plan was conditionally certified by the Executive Board in October 2015 due to insufficient capacity to accommodate the employment target. The 2014 Pierce County Buildable Lands Report found that the town does not have sufficient capacity to accommodate the 2030 employment growth target. The September 2015 [certification report](#) outlines the condition and options to rectify the discrepancy between the adopted targets and land use assumptions used in the plan

The Town of Wilkeson adopted Resolution No. 2017-06 in August 2017 acknowledging the amended Pierce County growth targets that are now in alignment with the town's capacity to accommodate employment growth and the town's intent to incorporate the updated targets into the town's comprehensive plan at the time of the next major update (see Attachment C).

For more information, please contact Laura Benjamin at lbenjamin@psrc.org or (206) 464-7134.

Attachments:

- A: South Prairie Resolution 2016-02, dated 3-1-16
- B: South Prairie Letter to PSRC, dated 9-21-17
- C: Wilkeson Resolution 2017-06, dated 8-9-17

RESOLUTION NO. 2017.06

A RESOLUTION OF THE TOWN OF WILKESON, PIERCE COUNTY, WASHINGTON ACKNOWLEDGING AN AMENDMENT TO THE TOWN'S GROWTH TARGETS IN THE PIERCE COUNTY ADOPTED GROWTH MANAGEMENT ACT POPULATION, HOUSING UNIT, AND EMPLOYMENT TARGETS FOR SELECT CITIES AND TOWNS FOR THE YEAR 2030.

Whereas, the Pierce County Council adopted the Pierce County Buildable Lands Report (PC Ordinance 2011-36s) on July 19, 2011 establishing the 2030 Pierce County Population, Housing Units, and Employment Targets for GMA planning purposes; and

Whereas, as part of the Puget Sound Regional Council plan certification process for comprehensive plans under VISION 2040, several of the Pierce County cities and towns within the VISION 2040 Small Cities regional geography, including Wilkeson, were granted conditional certification; and

Whereas, the conditional rather than full certification from PSRC for the 2015 Wilkeson Comprehensive Plan was due to insufficient capacity to accommodate the Pierce County employment growth target as adopted in PC Ordinance 2011-36s; and

Whereas, a subcommittee working group of the Pierce County Growth Management Coordinating Committee (GMCC) was formed of all Small Cities in Pierce County to develop a proposal to reallocate adopted growth targets amongst the Small Cities to allow for cities with excessive allocations to reallocate target growth to cities with capacity to accommodate additional growth; and

Whereas, the Pierce County Council acted to amend the Pierce County 2030 Targets and passed Ordinance No. 2017-24s on June 27, 2017;

Now, therefore, the Town Council of the Town of Wilkeson, Pierce County, Washington do hereby resolve as follows:

Section 1: That the Town of Wilkeson acknowledges an amendment to Tables 1, 2, and 3 as shown in Exhibit A of Pierce County Ordinance No. 2017-24s, which relinquishes 68 jobs from the Wilkeson Employment Target for reallocation to another

Pierce County city. The Town of Wilkeson commits to update the growth targets and assumptions, as needed, in the Comprehensive Plan at the time of the next major update.

Section 2: If any provision of this Resolution and/or the attached agreement is determined to be invalid or unenforceable for any reason, the remaining provisions of this Resolution and/or the attached agreement shall remain in force and effect.

DONE IN REGULAR AND OPEN SESSION this 9th day of August, 2017.

Robert Walker
Mayor Robert Walker
INTRODUCED 8-9-17
PASSED 8-9-17
APPROVED 8-9-17
PUBLISHED NA

Attested:

Trisha Summers
Trisha Summers
Town Clerk

Approved as to form:

Michael J. Reynolds
Michael J. Reynolds
Town Attorney

PSRC PLAN REVIEW REPORT & CERTIFICATION RECOMMENDATION

TOWN OF WILKESON COMPREHENSIVE PLAN

September 24, 2015



BACKGROUND

The Washington State Growth Management Act calls for coordination between local, regional, and state planning efforts. To advance this coordination, state law requires PSRC to certify that regional transit plans, countywide planning policies, and local comprehensive plans within the central Puget Sound region conform to: (1) established regional guidelines and principles, (2) the adopted long-range regional transportation plan, and (3) transportation planning requirements in the Growth Management Act. Within the central Puget Sound region, the multicounty planning policies in VISION 2040 have been established as the regional guidelines and principles under Revised Code of Washington (RCW) 47.80.026. Certification of local comprehensive plans is also a requirement for jurisdictions and agencies that intend to apply for PSRC funding or proceed with any project submitted into the Regional Transportation Improvement Program, regardless of funding source.

Within the central Puget Sound region, local governments and PSRC have worked together to develop an overall process ([Adopted Policy and Plan Review Process](#), Revised September 2003) for reviewing and certifying local, countywide, regional, and transit agency policies and plans.¹ This process also provides an opportunity to coordinate and share information related to local and regional planning. A set of materials, compiled in a [Plan Review Manual](#), provides details on the review and certification process, background, and framework. The manual also provides guidance and checklists for aligning plans and policies with [VISION 2040](#), [Transportation 2040](#), and [Growth Management Act](#) requirements.

DISCUSSION

This report summarizes the findings and recommendations regarding the major update to the comprehensive plan for the Town of Wilkeson, adopted by the town on June 24, 2015. PSRC last certified the Wilkeson comprehensive plan in 2008. PSRC staff reviewed the comprehensive plan and coordinated with town staff in the development of this report.

CERTIFICATION RECOMMENDATION

Based on the review of the Town of Wilkeson comprehensive plan, the following action is recommended to the PSRC Growth Management Policy Board, Transportation Policy Board, and Executive Board:

The Puget Sound Regional Council conditionally certifies that the transportation-related provisions in the Town of Wilkeson 2015 comprehensive plan update conform to the Growth Management Act and are consistent with multicounty planning policies and the regional transportation plan.

¹ The certification requirement in the Growth Management Act is described in RCW 47.80. The specific requirements for transportation elements in local comprehensive plans are spelled out in Chapter 36.70A.070, RCW. PSRC's Interlocal Agreement, Section VII, also provides direction for the review of local comprehensive plans and countywide policies (Resolution A-91-01, amended March 1998). The Council's Executive Board last updated its process for Policy and Plan Review in September 2003. The process is also described in VISION 2040, Part IV: Implementation.

Conditional status is in place until the town amends the comprehensive plan to address inconsistencies between land use assumptions used in the plan and employment growth targets adopted by Pierce County (see details on page 3). This work will occur according to the following schedule:

- 1. Council adoption of a work plan to address the condition identified in the certification report by March 1, 2016.**
- 2. Submission of a draft amended comprehensive plan and supporting documents that address the condition to PSRC for review and comment in advance of adoption.**
- 3. Once the condition is adequately addressed, submission of the adopted amended comprehensive plan and supporting documents by June 30, 2017 for review and certification by PSRC.**

The town acknowledges and understands these conditions.

The remainder of this report contains a summary of the PSRC review of the Town of Wilkeson comprehensive plan update. Under each heading, the scope of the certification review, as guided by the [Plan Review Manual](#) and Local Comprehensive Plan Checklist, is listed in high level bullets. Discussion in each topic area highlights exemplary provisions of the plan, as well as issues identified through the certification review where future work on the part of the town is recommended.

Part I: Conformity with Growth Management Act Transportation Planning Requirements

SCOPE OF REVIEW

The Growth Management Act (RCW 36.70A.070(6)) includes several requirements related to transportation elements in local comprehensive plans. These requirements are summarized as follows:

Land use assumptions and forecasts of travel demand that are internally consistent and consistent with growth targets.

Service and facility needs, including inventories of existing facilities, and level-of-service standards and concurrency provisions that address multiple modes of travel, planned land uses and densities, and state highways.

Financing and investments, including a multiyear financing plan and reassessment strategy to address potential funding shortfalls.

Intergovernmental coordination with neighboring cities, counties, and regional and state agencies.

Demand management, including programs to implement the Commute Trip Reduction Act.

Pedestrian and bicycle planning, including project funding and capital investments, education, and safety.

Land uses adjacent to airports, identifying relevant facilities, existing and planned uses, and policies that discourage incompatible uses.

Air quality is largely an interjurisdictional issue in which each jurisdiction's travel behaviors, measured through vehicle emissions, affect the regional airshed. The Washington Administrative Code (WAC) requires local transportation elements and plans to include "policies and provisions that promote the reduction of criteria pollutants" for mobile sources (WAC 173-420-080). When PSRC reviews plans, it also certifies that the comprehensive plans include air quality policies and provisions, including a commitment to meeting the requirements of applicable federal and state air quality legislation.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The town's comprehensive plan effectively addresses many of the transportation planning requirements of the Growth Management Act and includes adequate air quality policies and provisions. Highlights include:

- ☑ Policies that promote new sidewalk construction and provision of pedestrian routes for children to use to access the Wilkeson School (T-2.1 and T-2.2).
- ☑ Emphasis on intergovernmental coordination in transportation planning (T-3.1 and T-4.3). Particularly noteworthy is the town's intent to collaborate with Pierce Transit to seek bus service for transit-dependent residents. See PSRC's [special needs transportation website](#) for more information, including examples of alternative transit service programs.

DISCUSSION: CONDITIONS FOR CERTIFICATION

The town must address the following provision of the Growth Management Act and VISION 2040 in order to maintain certified status:

- ☐ Per RCW 36.70A.115, providing sufficient capacity to accommodate growth targets is an essential component of the periodic update. Pierce County, in consultation with its cities and towns, adopted housing and employment growth targets for each jurisdiction. Wilkeson is expected to plan to accommodate an additional 79 jobs by 2030, an employment target that the town extended to 99 jobs by 2035. The 2014 Pierce County Buildable Lands report found that the town does not have sufficient capacity to accommodate the 2030 employment growth target and would have a deficit of 51 jobs in 2030, and a 71-job deficit by 2035 (Comprehensive Plan 10.5.2).

In order to fully comply with the GMA, the plan should be amended to rectify the discrepancy between the adopted targets and land use assumptions used in the plan. Options for the town include the following:

- Amend the plan, including land use and transportation elements, to reflect and affirmatively plan for the adopted growth targets. The plan already identifies several potential strategies to address the employment capacity shortfall, including extending the existing commercial district and encouraging additional home-based businesses and cottage industries within the town limits.
- Work with Pierce County to reduce the employment growth target, consistent with the Regional Growth Strategy, to allocate future growth in Wilkeson that can be accommodated over the planning period. Amend the comprehensive plan to document such a change.

More information on these requirements can be found in the [WA Department of Commerce: Urban Growth Area Guidebook](#).

DISCUSSION: AREAS FOR FURTHER WORK

The town should address the following comments at the earliest opportunity through future amendments to the comprehensive plan, subarea plans, or functional plans:

- ☐ RCW 36.70A.070(6) requires local plans to include a multiyear transportation financing plan for how each jurisdiction will meet the mobility needs identified for the 20-year planning period. While the plan, as adopted, provides important information, such as the 6-year Transportation Improvement Program and a list of recommended roadway improvements through 2035, the town should more fully address financing for identified needs, including:
 1. Provide a list of recommended roadway improvements and associated cost estimates through the 2035 planning horizon.
 2. Develop an estimate of funding sources, including estimates of total funds available to the town over the planning period.
 3. Revise and expand on the current reassessment strategy based on the findings of 1 and 2 to address steps the town could take to close any gaps between costs of needed improvements and

revenues, such as additional demand management strategies, pursuing new revenues, reducing LOS standards, and land use changes.

Commerce’s [Transportation Element Guidebook](#) discusses finance on pages 202 through 212.

- In addition to the map of roads and current and proposed pedestrian and bike trails, the plan should contain a pedestrian facility inventory to include sidewalks and crosswalks, per RCW 36.70A.070(6)(a)(iii)(A). See the Washington State Department of Commerce’s [Transportation Element Guidebook](#), pages 122-127, for information about how to inventory existing facilities and conditions as part of the pedestrian and bicycle component (<http://www.commerce.wa.gov/Documents/GMS-Transportation-2012.pdf>).

Part II: Consistency with Regional Plans and Policies

OVERVIEW

This section discusses consistency with the adopted MPPs (established regional guidelines and principles under RCW 47.80.026) adopted in VISION 2040, and Transportation 2040, the region’s long-range transportation plan. In addition to the MPPs, VISION 2040 contains a Regional Growth Strategy with a preferred distribution of the region’s residential and employment growth, as well as a number of implementation actions for local governments to carry out. VISION 2040 calls for local comprehensive plans to contain a brief statement of how the plan addresses the MPPs. Each policy area addressed in VISION 2040 is discussed in turn below.

VISION 2040 Context Statement

VISION 2040 calls for local plans to include a context statement that describes how the comprehensive plan addresses regional policies and provisions adopted in VISION 2040. The town should explicitly describe how the plan addresses VISION 2040 when the town next amends the comprehensive plan. Examples of context statements are provided in PSRC’s [Plan Review Manual](#), page 2-1.

Environment

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following environmental policy topics:

Stewardship, including addressing the natural environment throughout the plan, decisions based on best-available science, and regional environmental initiatives.

Earth and habitat, including open space protection, restoration and protection of native vegetation, and coordination with adjacent jurisdictions.

Water quality, including actions that maintain hydrologic functions and reduce water pollution in ecosystems, watersheds, shorelines, and estuaries.

Air quality and climate change, addressing federal and state laws, reduction of pollutants, Puget Sound Clean Air Agency policies, and reduction of greenhouse gas emissions and adaptation to climate change.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The town’s comprehensive plan addresses many of the environmental policy topics in VISION 2040 with strong goals and actionable policies. Highlights include:

- ☑ The natural environment element addresses water quality by identifying and mapping aquifer recharge areas, promoting actions, including land use regulations, to protect and ensure adequate recharge of aquifers used by Wilkeson residents, and developing performance standards for water quality (CA-2.1-2.6).

- ☑ The town’s recognition of the importance of meeting federal and state air quality requirements and conforming to Transportation 2040. The town is commended on its goal to protect air quality from adverse impacts through the promotion of alternative modes of travel to single occupancy vehicles (Goal T-4, Policies T-4.1-4.3).
- ☑ Policies that call for the protection of wetlands and the provision of educational opportunities that increase public understanding of the functions and values of wetlands in the ecosystem (CA-1.3-1.4).

DISCUSSION: AREAS FOR FURTHER WORK

The town should address the following comment at the earliest opportunity through future amendments to the comprehensive plan, subarea plans, or functional plans:

- ☐ The MPPs in VISION 2040 and the strategies in Transportation 2040 call for reducing greenhouse gas emissions and adapting to impacts related to climate change (see page 42 of VISION 2040). The plan already includes policies that support positive actions to reduce greenhouse gases, such as promoting transit and increasing nonmotorized transportation options. However, the plan should be strengthened by adding policies on climate change and policies and provisions that support additional strategies such as emissions reductions from municipal operations, increasing the number of trees in the town, and additional transportation demand management strategies such as promoting carpools and vanpools. Helpful information on identifying emissions-reducing strategies can be found in the [Washington State Climate Change Resources](#), [Washington State Integrated Climate Change Response Strategy](#), and [PSRC Climate Change Information](#).

Development Patterns – including Regional Growth Strategy

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following development patterns policy topics:

- Urban areas**, including targets for housing and employment growth, compact communities that support transit and walking, and provisions for redevelopment of underused land.
- Centers**, including planning for one or more central places as locations for compact, mixed-use development, with policies that prioritize funding to centers to advance development.
- Unincorporated urban areas**, including policies that advance annexation and orderly transition of governance.
- Resource lands**, including identification of steps to limit development.
- Regional design**, addressing local provisions that apply the Transportation 2040 Physical Design Guidelines, energy efficient building, historic preservation, and enhanced sense of community.
- Health and active living**, addressing healthy environment, physical activity and well-being, and safety.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The town’s comprehensive plan addresses the development patterns policies in VISION 2040 with a particular emphasis on planning for the town’s downtown area. Highlights include:

- ☑ Policies promoting compact growth and development in the urban area, consistent with the Regional Growth Strategy (CF-1.10-1.11). Additionally, the adoption of the Wilkeson Rural Town Center Corridor Plan supports focusing growth and improving mobility in the town center.
- ☑ The town identifies potential expansion areas and describes the role of these areas in its planning. The comprehensive plan includes policies that require development in potential expansion areas of the urban growth boundary to occur only where urban services can be adequately delivered and must minimize adverse impacts upon the town and its residents and maintain rural character (LU-1.1-1.5, LU-4.5).

- The plan also includes goals to adopt the Wilkeson Historic District, and the town has adopted the Historic District Ordinance to regulate development in the Historic District (Goal 11).

DISCUSSION: AREAS FOR FURTHER WORK

The town should address the following comment at the earliest opportunity through future amendments to the comprehensive plan, subarea plans, or functional plans:

- VISION 2040 supports regional and local centers with policies that call for prioritization of regional and subregional infrastructure investments that serve these areas (MPP-DP-13). Implementation of a centers-based land use pattern in Wilkeson would be strengthened with explicit prioritization of local capital improvements—pedestrian and bicycle improvements, parks and open space, and other public facilities—to the Wilkeson Rural Town Center Corridor, Business District, and Historic District.
- Pierce County countywide planning policies (CPPs) note that joint planning agreements should exist prior to expanding or updating existing potential annexation areas. Plan language should clarify that planning and coordination with the county would be required before the county could act to expand the urban growth area and assign the proposed annexation areas to the town (MPP-DP-19).

Housing

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following housing policy topics:

Increased housing production opportunities, including diverse types and styles for all income levels and demographic groups.

Affordable housing needs, including an assessment of existing and future housing needs based on regional and local factors, including household income, demographics, special needs populations, and adequacy of existing housing stocks.

Regional housing objectives in VISION 2040, including promotion of housing diversity and affordability, jobs-housing balance, housing in centers, and flexible standards and innovative techniques.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The town’s comprehensive plan addresses the housing provisions contained in VISION 2040. The plan incorporates a number of best housing practices that address identified housing needs. Highlights include:

- Policies that promote a wide range of housing types and densities throughout Wilkeson to accommodate the needs of residents with various income levels (H-2.1, LU-4.1).
- Policies that encourage housing options for populations with special housing needs to be located close to community services and commercial and recreational facilities (H-2.3).
- Policies that promote the preservation and production of affordable housing. The plan advances innovative tools and strategies, such as infill housing developments, accessory dwelling units, cottage housing, transitional affordable housing, upzoning, and exploration of federal, state, and local programs for financing affordable housing (H-2.2-2.3, H-2.5-2.6).

DISCUSSION: AREAS FOR FURTHER WORK

The town should address the following comment at the earliest opportunity through future amendments to the comprehensive plan, subarea plans, or functional plans:

- The goals and policies in the housing element go a long way toward advancing VISION 2040’s housing goals. The housing element should be supported by an inventory and needs assessment, which will demonstrate the existing need and influence the direction of housing element policies, per RCW

36.70A.070(2). PSRC's [Housing Element Guide](#) is a resource for developing analysis, policies, and implementation tools that address housing choice and affordability in local plans.

- The WAC (365-196-410(2)(c)(ii)) recommends that jurisdictions define and address housing need in a regional context. PSRC suggests that Wilkeson reference CPP-AH-3.3 and plan for the goal for a minimum of 25% of the housing unit allocation to be satisfied through affordable housing. Housing growth targets, while listed in the land use element of this comprehensive plan, should also be listed in the housing element.

Economy

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following economic development policy topics:

Include an **economic development element** that addresses: business, people, and places.

Retention and recruitment efforts that support family wage jobs, industry clusters that export goods and services, and small businesses that are locally owned.

Equitable benefits and impacts, including provisions and programs that promote economic vitality in distressed areas or areas with disadvantaged populations.

Adequate housing growth in centers through collaboration with the private sector and provision of infrastructure.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The town's comprehensive plan update contains a thorough and detailed economic development element that effectively addresses many of the economic provisions of VISION 2040. Highlights include:

- ☑ A detailed and thorough economic development element that supports Wilkeson's core identity as a quality small town, including a profile of existing conditions and policies that encourage development of industry clusters, including tourism and cottage industries.
- ☑ Policy ED-1.3 encourages new businesses in Wilkeson that will cater to local residents' needs and collaboration with local public agencies to promote the town's economy.
- ☑ Coordination with Mount Rainier National Park to discuss the potential creation a National Park Service welcome center and possible future shuttle service to Mount Rainier National Park in downtown Wilkeson, which would increase tourism and mobility (15.8).

DISCUSSION: AREAS FOR FURTHER WORK

The certification review did not identify any major areas for improvement of the plan to better align with regional guidelines and principles on economic development.

Transportation

SCOPE OF REVIEW

VISION 2040 and Transportation 2040 call for local comprehensive plans to address the following transportation policy topics:

Maintenance, management, and safety, including clean transportation with reductions in pollution and greenhouse gas emissions, environmental factors, health and safety, stable and predictable funding sources, system and demand management strategies, and security and emergency response.

Support for the regional growth strategy, including system improvements that align with planned growth, prioritized investments that support compact development in centers, joint- and mixed-use development, complete streets and improvements to promote biking and walking, and context-sensitive design.

Improved transportation options and mobility, including alternatives to driving alone, facilities and services for special needs transportation, avoidance of new or expanded facilities in rural areas, and financing methods.

Linking land use and transportation, including integrating Transportation 2040 physical design guidelines in planning for centers and transit station areas, and land development tools that promote transportation alternatives.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The town's comprehensive plan addresses the major transportation emphases in VISION 2040 and Transportation 2040, including maintenance, management, and safety; support for the Regional Growth Strategy; and providing greater options and mobility. Highlights include:

- ☑ Wilkeson has incorporated context sensitive design policies to provide guidance and coordination for transportation and land use that supports the small-town character of the community and maintains LOS standards (Goal LU-1, Policies LU-4.2-4.3, T-1.4).
- ☑ Adoption of the 2012 Wilkeson Rural Town Center Corridor Plan, which commits the town to designing a complete street along State Route 165 (Church Street) through Wilkeson that will enhance the safety and mobility of all users (15.9.1).
- ☑ While the town is not currently in the Pierce Transit service area, the plan sets a goal to provide transit from Wilkeson to major employment and shopping centers in Pierce County (T-3). The policies associated with this goal would help increase mobility options for commuters and transit dependent residents while reducing single occupancy vehicle usage (T-3.1-3.2). The town is encouraged to work with Pierce County, Pierce Transit, and neighboring cities to explore alternative transit service options as well as carpools, vanpools, and vanshares to meet the town's transit needs until fixed-route transit service is extended to Wilkeson. For examples around the region, see the [Snoqualmie Valley Shuttle](#).

DISCUSSION: AREAS FOR FURTHER WORK

The town should address the following comment at the earliest opportunity through future amendments to the comprehensive plan, subarea plans, or functional plans:

- ☐ The MPPs call for protecting the transportation system against disaster and developing prevention and recovery strategies for disasters (MPP-T-8). If such work has been completed by the town, such as an emergency management plan, these efforts should be referenced or incorporated in the transportation element.

Public Services

SCOPE OF REVIEW

VISION 2040 calls for local comprehensive plans to address the following public services policy topics:

Promote more efficient use of existing services, such as waste management, energy, and water supply, through conservation – including demand management programs and strategies.

Promote renewable energy and alternative energy sources.

Plan for long-term water needs, including conservation, reclamation and reuse.

DISCUSSION: EXEMPLARY PLAN PROVISIONS

The town's comprehensive plan update contains policies that address the public services provisions of VISION 2040. Highlights include:

- ☑ Goal U-2 encourages designs that minimize the impacts associated with siting, development, and operation of utility services, especially electric power substations, on the natural environment and surrounding properties (Goal U-2, Policy U-2.1).
- ☑ Section 16.8 lays out a clear and detailed process for identifying and prioritizing capital projects.

DISCUSSION: AREAS FOR FURTHER WORK

The town should address the following comment at the earliest opportunity through future amendments to the comprehensive plan, subarea plans, or functional plans:

- ☐ VISION 2040 contains conservation policies that are relevant to primarily residential communities like Wilkeson. Several MPPs promote demand management programs and strategies, energy and water conservation, renewable energy, alternative energy sources, and water reclamation and reuse (MPP-PS-3, MPP-PS-12-13; MPP-En-21-23; MPP-T-6). Although the town of Wilkeson does not provide energy, communications, or landfill disposal services, the town owns, operates, and maintains a domestic wastewater collection and interceptor system. The comprehensive plan should adopt policies in its utilities element that encourage more efficient use of existing public services, as well as promote renewable energy, alternative energy sources, water reclamation and reuse, and demand management strategies for public services. More information on these alternatives can be found in the [Washington State Department of Commerce Capital Facilities Planning Guidebook](#).

Conclusion

PSRC staff thanks the jurisdiction for working through the plan review process. PSRC is available to provide assistance for future plan updates, and additional planning resources can also be found at <http://www.psrc.org/growth/planreview/resources/>. If the jurisdiction has questions or needs additional information, please contact Yorik Stevens-Wajda at 206-464-6179 or YStevens-Wajda@psrc.org.