

1. 7:00 P.M. South Hill LUAC-Study Session Agenda

Documents:

[3 12 18 SHAC Agenda.pdf](#)

South Hill LUAC-SHCP Draft Plan

Documents:

[DRAFT SHCP to SHAC 3-5-18 .pdf](#)

South Hill LUAC-Transportation Project Recommendations

Documents:

[3 12 18 SHAC Transportation Project Recommendations.pdf](#)

South Hill LUAC-Draft Incorporation-Annexation Language

Documents:

[3 12 18 SHAC Draft incorporation-annexation language.pdf](#)

South Hill LUAC-Draft Plan Presentation

Documents:

[3 12 18 SHAC draft plan presentation.pdf](#)

**SOUTH HILL ADVISORY COMMISSION
STUDY SESSION AGENDA**

March 12, 2018 at 7:00 p.m.

***Central Pierce Fire & Rescue, Station 69 training room (south entrance)
17210 – 110th Avenue East, Tacoma, WA***

**STUDY SESSION
South Hill Community Plan Review**

Public comment is limited to 3 minutes per speaker. If possible, please have a spokesperson for people with similar views.

The South Hill Advisory Commission (SHAC) will conduct a study session to review the draft proposed South Hill Community Plan and policies. Land Use designation change requests may also be considered if requested by property owners. No action will be taken.

Staff contact: Jeff Mann, jeff.mann@co.pierce.wa.us

Please Note: Topics on the agenda that are not fully covered during this Study Session may be continued to the next study session.

For more information, please visit the Pierce County Community Plan Update web page, www.piercecountywa.org/CPupdate

The public is welcome to attend.

There is an open position on the South Hill Advisory Commission. Please complete an [application](#) if you are interested in volunteering. For more information, please contact Cindy Anderson, Clerk, at 253-798-2630 or cindy.anderson@co.pierce.wa.us

Appendix J: South Hill Community Plan

The South Hill Community Plan’s narrative text and policies are in addition to the Countywide Comprehensive Plan narrative text and policies and are only applicable within the South Hill Community Plan Boundary.

CONTENTS

Vision Statement.....	J-4
Chapter 1: Introduction	J-5
Chapter 2: Land Use Element	J-23
Chapter 3: Community Character and Design Element.....	J-72
Chapter 4: Economic Element	J-102
Chapter 5: Environment Element	J-121
Chapter 6: Facilities and Services Element	Error! Bookmark not defined.
Chapter 7: Transportation Element.....	J-180
Chapter 8: Historical Background	J-198
Chapter 9: Plan Monitoring	J-204

TABLES

Table J-1: Change in Number of Lots by Land Use Category (2003 vs. 2016)	J-29
Table J-2: Land Use Designations and Zoning Classifications	Error! Bookmark not defined.
Table J-3: Commute Times Comparison by Geography.....	J-113
Table J-4: South Hill Covered and Industry Employment	J-114
Table J-5: South Hill Number of Firms by Employees.....	J-114
Table J-6: South Hill Taxable Retail Sales	J-115
Table J-7: South Hill Retail Clusters.....	J-115
Table J-8: Population and Housing Growth 2000-2010	J-208
Table J-9: Housing Occupancy	J-208

Table J-10: 2014 Buildable Lands Inventory Acreage by Category - Residential Zones **Error! Bookmark not defined.**

Table J-11: 2014 Buildable Lands Inventory Acreage by Category – Commercial and Industrial Zones **Error! Bookmark not defined.**

Table J-12: Buildable Lands Inventory Total Acreages by Category - Totals for All Land **Error! Bookmark not defined.**

Table J-13: 2016 Land Uses J-209

Table J-14: Comparison of Land Use by Category (2003-2016) J-210

FIGURES

Figure J-1: South Hill Race Distribution (2016) J-12

Figure J-2: Population and Household Growth (1990-2015) J-25

Figure J-3: Housing Growth (1990-2015) J-26

Figure J-4: Housing Occupancy (2015) J-26

Figure J-5: 2014 Buildable Lands Inventory (Gross Acreage, 2010 Parcels) J-27

Figure J-6: Distribution of Land Use Categories (2016 Acreage) J-28

Figure J-7: Change in Acreage by Land Use Category (2003 vs. 2016) J-28

Figure J-8: Change in Average Lot Size by Land Use Category (2003 vs. 2016) J-29

Figure J-9: South Hill Labor Force Participation J-110

Figure J-10: Labor Force Participation Comparison by Geography J-110

Figure J-11: Educational Attainment Comparison by Geography J-111

Figure J-12: South Hill Occupation Comparison by Sex J-112

Figure J-13: Occupation Comparison by Geography J-112

Figure J-14: South Hill Commute Pattern J-113

Figure J-15: South Hill Commute Times J-113

Figure J-16: South Hill Business Size J-114

MAPS

Map J-1: South Hill Land Use Designations **Error! Bookmark not defined.**

Map J-2: South Hill Zoning Classifications **Error! Bookmark not defined.**

Map J-3: South Hill Assessed Land Uses **Error! Bookmark not defined.**

Map J-4: South Hill 2014 Buildable Lands Inventory **Error! Bookmark not defined.**

Map J-5: Density around Thun Field Airport Area of Influence **Error! Bookmark not defined.**

Map J-6: Cultural and Historic Resources J-101

Map J-7: Steep Slopes **Error! Bookmark not defined.**

Map J-8: Landslide and Erosion Hazard Areas **Error! Bookmark not defined.**

Map J-9: County Wetland Inventory **Error! Bookmark not defined.**

Map J-10: Flood Hazard Areas **Error! Bookmark not defined.**

Map J-11: Aquifer Recharge Areas **Error! Bookmark not defined.**

Map J-12: Watershed **Error! Bookmark not defined.**

Map J-13: Open Space Corridors **Error! Bookmark not defined.**

Map J-14: Priority Wildlife Habitats/Chinook Salmon Distribution . **Error! Bookmark not defined.**

Map J-15: Environmental Constraints **Error! Bookmark not defined.**

Map J-16: Pierce County Airport (Thun Field) Generalized Object Height **Error! Bookmark not defined.**

Map J-17: Pierce County Airport (Thun Field) Area of Influence..... **Error! Bookmark not defined.**

Map J-18: Sewer Infrastructure **Error! Bookmark not defined.**

Map J-19: Water Systems **Error! Bookmark not defined.**

Map J-20: Parks and Trails **Error! Bookmark not defined.**

Map J-21: Proposed Parks and Trails **Error! Bookmark not defined.**

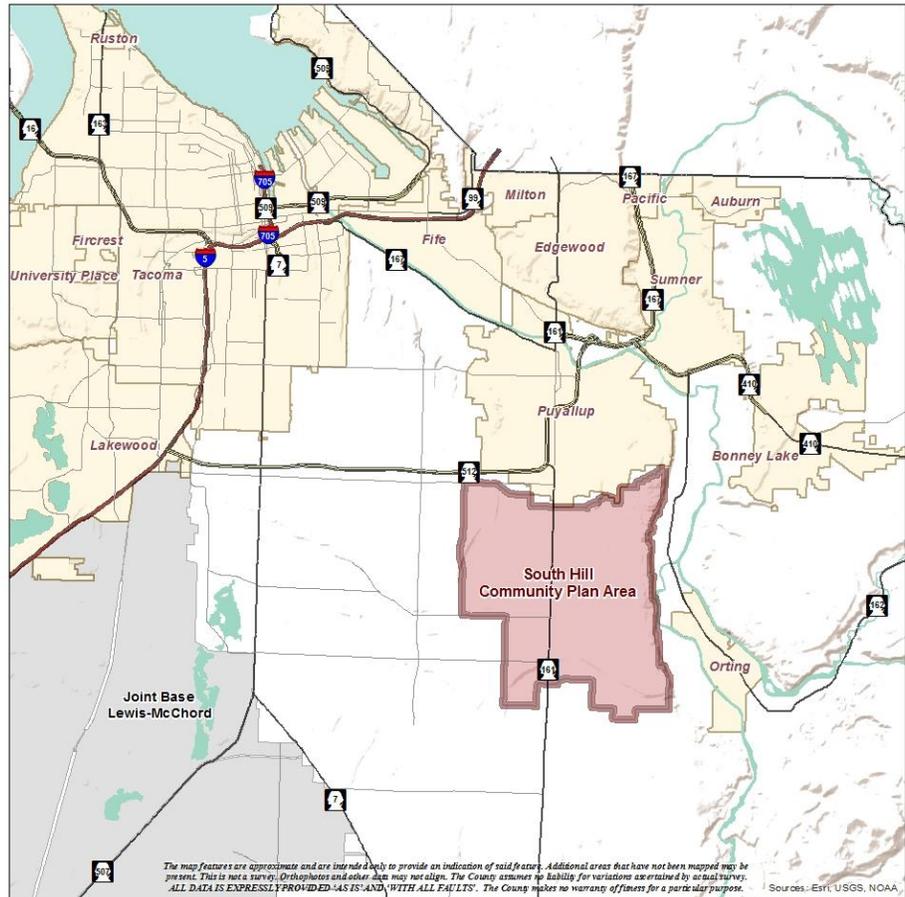
Vision Statement



Chapter 1: Introduction

OVERVIEW OF THE PLAN AREA

South Hill is centrally located in Pierce County and encompasses approximately 19 square miles. The community is known as South Hill or ‘the Hill’ due to its location south of the valley containing the City of Puyallup and west of the valley containing the City of Orting. While the eastern boundary is defined by the Orting Valley and the northern boundary by Puyallup’s urban growth area, the western boundary generally follows 70th Avenue and the southern boundary in the area of 176th Street East. The community is bisected by SR-161, which is also known as Meridian Avenue East.



South Hill has experienced a tremendous amount of growth in the past 30 years. The growth in population, homes, businesses, and activities has simultaneously resulted in the loss of trees, wildlife, open spaces, and the general peace and quiet of a rural setting. It is an area that has been transformed from a rural setting into a suburban community that, in 1998, initiated a movement for incorporation. The incorporation proposal was defeated 2 to 1. However, the issues that drove the incorporation movement remain in the community. The South Hill Community Plan attempts to define how Pierce County will manage and address impacts of a rapidly expanding population while retaining the attributes that make South Hill unique.

HISTORY OF SOUTH HILL

EARLY HISTORY THROUGH THE 1900's

Native Americans utilized the area, evidenced by the Ancient Klickitat Trail or Cowlitz Trail that connects eastern Washington with the areas west of the mountains. This trail passed through the community somewhere along Old Military Road. Native Americans who used this trail included the Puyallup, Steilacoom, Nisqually, and Muckleshoot peoples from the west side of the mountains, as well as the Yakima from the east of the mountains. The trail was utilized for hundreds of years by Native Americans to engage in trade, pursuit of game, travel, and communication.



When Euro-Americans were exploring and establishing trading posts and forts in the 1840's, the Naches Pass Trail was shared by Euro-Americans and Native Americans in the movement of people, as well as horses and cattle. The Naches Pass Trail was utilized by one of the first wagon train immigrants (Naches Pass immigrant group or Longmire Party of 1853) in order to take a short cut from the Oregon Trail to the Puget Sound area over the Cascade Mountains. In the 1850's, Euro-American pioneers began to push for development of the Naches Pass Trail as an inland road connecting Fort Steilacoom and Puget Sound to Fort Walla Walla on the eastern side of the Cascade Mountains for settlement and commerce. Later, Snoqualmie Pass was favored over Naches Pass as the main movement corridor for military and commercial purposes and for future plans for a railroad route. Consequently, the Naches Pass Road remained in primitive conditions. In the meantime, the Naches Pass Road continued to be used by wagon train immigrants who settled in the Puget Sound area and by cattlemen who brought their animal stock from the east side of the mountains to markets in Puget Sound.

From the 1860's through the 1880's, the road was repaired and maintained through cattlemen's efforts and governmental funding, including Pierce and Thurston counties and Olympia. In the 1870's, the Naches Pass Road was called Upper Puyallup to Steilacoom County Road. Only segments of this historic road remain in the area, including in Snoqualmie National Forest and South Hill. A portion of the original Naches Pass Road was incorporated into the present-day Old Military Road. The original Naches Pass Road was one of the earliest roads in the State of Washington. Recently, seven plaques have been placed in South Hill at various locations along the original Naches Pass Road and Old Military Road to commemorate the significant history of this early road.

Although there were some donation land claimants in the vicinity in the 1850's, there was none inside the South Hill Community Plan area. But by the 1860's and 1870's, a few settlements of homesteads appeared in the South Hill community. The community was still largely forested, except those areas cleared by Euro American settlers. Most settlers in the community engaged in the logging trade and agriculture. In addition to working in the hops industry, they also engaged in subsistence farming on their own lands.

Three Euro American settlers' properties are shown in the 1872 survey map of the South Hill area. They were William Woederhold (Section 8, Township 19N, Range 4E), Charles Miller (Section 16, Township 19N, Range 4E), and Anton Drumblar (Section 16, Township 19N, Range 4E). It is speculated that the total population living in South Hill was under fifty in the late 1860's through the early 1870's. By contrast, more people settled in Puyallup which was platted in 1877. The population of Puyallup was 750 in 1878.

Hops became a very popular cash crop in the Puyallup Valley starting in the 1870's through the 1880's. Around this period, some in the South Hill community began to cultivate hops as well. Others engaged in diversified farming including pigs, rabbits, berries, dairy, and vegetables. Hops cultivation began to decline due to devastation from an epidemic of plant lice in 1891. A diverse berry crop replaced hops after the turn of the century and included strawberries, raspberries, and blueberries.

In the 1870's, the arrival of railroads to Tacoma and the spur lines extending to the outer communities benefited the area greatly. The discovery of coal deposits in Wilkeson drove construction of lines for the Northern Pacific Railroad; the railroad transported agricultural products, logs and other timber products, and coal products. The railroad reached Puyallup around 1880, and by the 1920's, it was served by several railroads—the Northern Pacific; Great Northern; Union Pacific; the Chicago, Milwaukee, and St. Paul; the Interurban Rail; and a short line to Tacoma. These provided the area's farmers with a vital transport link to local and world markets for their produce of hops, berries, and daffodils throughout subsequent decades. Railroad spur lines came through the South Hill community, including the areas near the present day Hidden Valley and the area of 120th Avenue and 120th Street of the then Brew Logging Company's land to transport timber resources. No tracks remain exist in South Hill.

By the late 1880's, the population in South Hill increased to a level where it was necessary for the local people to request development of roads. In 1888, approximately 90 property owners in South Hill petitioned the Pierce County Board of Commissioners for the development of the street which became known as Meridian Avenue. Among the petitioners was Carl Muhler who cultivated hops on his farm. Behind road development petitions was the need to transport the hops crop to the market more easily. During this period, it is speculated the total population in South Hill was between 300 and 400 people.

The first independent school district in South Hill was established in 1895 near 136th Street E. and Meridian. Firgrove School, originally Patzner School, began on 2.5 acres purchased from the Northern Pacific Railroad for \$25. Like many one-room schools of the time, it accommodated children in grades 1 through 8. The school joined the Puyallup School District in June 1950 as the seventh elementary school in the district. Presently, enrollment at Firgrove tops 550 students. Woodland and Puyallup Heights Schools were also early schools that served

the community, but they are now located outside of the South Hill community. Public schools continue to serve as centers for community life.

Although its actual age has not been determined, a historic log cabin on Blyton Farm, at 152nd Street and 78th Ave. E., appears to be more than 100 years old. If it is, the cabin would be one of the oldest intact structures in South Hill.

THE EARLY 1900'S THROUGH THE EARLY 1950'S

South Hill remained rural throughout the early 1900's to the early 1950's. There were scattered residents on farms or wooded lots. Timber operations by companies such as Weyerhaeuser or individual timber land owners were carried out in South Hill. A variety of income-supplementing farms in the community included rabbits, chickens, mink, dairy, vegetables, and holly trees.

Meridian Avenue was the main access road to reach Puyallup, Graham, and Eatonville. Until the 1940's, Meridian Avenue was a "farm to market" road. It was paved in the northbound direction in order to minimize the damage to the farmers' produce while transporting it to the market. The southbound road was an eight foot wide lane of gravel and mud that went to Eatonville.

McMillan Reservoir was built in South Hill in the early 1910's. It was a municipal water storage facility for the City of Tacoma. It stores water from the White River to be transported through two underground aqueducts in South Hill to Tacoma to be utilized as part of the City's water supply.

Bonneville Electric Power transmission lines were constructed to run diagonally across South Hill in the 1940's, as was a natural gas pipeline.

The Summit Woodland Collins Fire Department, the first fire district (Pierce County Fire District #9) in South Hill, was formed in 1948. At the beginning, it was staffed by 18 volunteer firefighters and was located at Airport Way (present day 112th St.) and Canyon Road.

Many old timers in South Hill and the surrounding community fondly remember Willows Corner located at Meridian Avenue and 112th Street. It was originally the Kupfer Homestead of more than 240 acres. In the 1920's, the intersection of 112th and Meridian had a gas station and grocery stores and became the community's commercial center. The Willows Dance Hall was added later near one of the grocery stores. The dance hall was a popular place in the prohibition era of the 1930's and drew couples from all over the Pierce County area. It was called a destination resort in some advertisements. The dance hall later burned to the ground. In 1973, Willows Shopping Center was built at Willows Corner, followed by the South Hill Shopping Center. Now, the old Willows Corner is a part of the City of Puyallup.

In 1944, several businessmen from Puyallup purchased approximately 250 acres of an old logging camp located northeast of the present-day Frederickson community and immediately east of Meridian (SR 161), and established an airport with a 4,700 foot runway. At that time, it was the longest non-military airstrip in the area. In 1949, John Thun purchased the airport and began to operate a flying instruction business from the airport. With the additional purchase of

land, the airport expanded to nearly 500 acres in 1967. Eventually after two additional ownership changes, approximately 150 acres of area including the airport and surrounding area were sold to Pierce County in 1979 and renamed Pierce County Airport Thun Field. The airport is still owned and operated by Pierce County.

In 1948, the community was still relatively small, considering the fact that less than one bus load of senior high school students from South Hill went to Puyallup High School.

The community grew during this period as more people moved further south, densifying the area from the Puyallup vicinity toward Graham and Orting. Farms were subdivided to make way for residential developments. More roads were developed in the area meeting local community needs.

THE LATE 1950'S THROUGH THE EARLY 1970'S

South Hill's population began to increase dramatically with the beginning of the development of SR 512 in 1956 and its completion in 1972. This east-west connection made travel relatively easy from residential locations in South Hill to major employment and commercial centers on I-5, SR 7 (Pacific Avenue), and SR 161 (Meridian Avenue). It provided the community with crucial connections to urban centers in nearly every direction. South Hill, as a suburban bedroom community, began to take shape in earnest during this period.

Approximately 7,000 people are estimated to have lived in South Hill in the early 1970's. Major real estate speculation and boom began during this period. Many individuals with properties would short plat their properties, taking advantage of the rapid appreciation of land prices. Large tracts of land began to be purchased by real estate interests to be developed into residential and commercial developments.

THE MID 1970'S THROUGH THE 1990'S

Development activities in South Hill accelerated during the mid 1970's through the 1990's. The main thoroughfare of Meridian (SR 161) became intensely developed as a continuous strip of commercial developments. South Hill Mall, as a regional shopping center, opened in the 1980's, drawing customers from all over the Puget Sound region.

In the late 1970's, the growth rate of South Hill equaled or exceeded those in major urbanized areas such as University Place, Lakewood, and Gig Harbor. Some of the major impacts from fast growth were evidenced in the traffic congestion on Meridian Avenue and severe drainage problems in pockets of South Hill from runoff in the surrounding developments. It was not unusual for developers to subdivide large tracts of land into hundreds or thousands of residential lots.

Puyallup Raceway Park near Thun Field was closed down partly due to community opposition protesting the noise and other impacts from the auto race track.

Major subdivisions or planned developments such as Gem Heights and Rainier Terrace, later renamed to Sunrise, came into existence during the 1980's. The Gem Heights development

included approximately 2,000 housing units; the Sunrise development included approximately 4,200 residential dwelling units in its build-out scenario, and has been proceeding in phases. At the completion of Sunrise, the residents projected to live in the development would comprise more than 30% of the population growth of 10,260 households projected for the South Hill census tract. Overall, residential developments intensified near the commercial strips and further out in South Hill, bringing the population to approximately 20,000 by the end of the 1980's.

The annexation issue came to a head in the early 1980's to address infrastructure improvements including sewers, water, roads, surface water drainage, and police protection. Ultimately, the commercial strip along Meridian and the area south of 39th Avenue SW were annexed into the City of Puyallup. At times, the residents surrounding the commercial area opposed annexation and remained in Pierce County, fearing higher taxes, requirements to hook up to sewers, higher utility costs, and duplication of government.

The community is currently attempting to address the long-standing central issue of how to manage impacts from rapid growth through planning efforts mandated by the Washington State Growth Management Act. The population in the South Hill community is now estimated at approximately 35,000 people.

PLANNING HISTORY

COUNTY PLANNING

1962 PIERCE COUNTY COMPREHENSIVE PLAN AND ZONING

The first Pierce County Comprehensive Land Use Plan and the Pierce County Zoning Code were adopted in 1962. Zoning districts were established that dictated the appropriate location for commercial business and residential homes. However, the Plan did not offer much protection from incompatible uses and did not recognize the unique individuality of communities.

In 1992, some areas of South Hill were rezoned from General to the Suburban Agriculture zone (Ordinance 90-123S). The Suburban Agriculture zone was more restrictive than the General zone.

1994 PIERCE COUNTY COMPREHENSIVE PLAN

The Growth Management Act (GMA) was passed by the Washington State Legislature in 1990. It required Pierce County to update its existing Comprehensive Plan and Development Regulations in a manner that would control residential, commercial, and industrial growth.

In 1991, Interim Growth Management Policies were adopted as a transition between the 1962 Comprehensive Plan and the more complex plan developed under the Growth Management Act. In 1992, the County Wide Planning Policies were adopted. The policies provided the framework and process by which Pierce County and the cities and towns within the County

would establish urban growth areas, provide infrastructure and services, and preserve agricultural and natural resource lands.

In 1994, Pierce County adopted the 1994 Pierce County Comprehensive Plan which replaced the 1962 Pierce County Comprehensive Plan in its entirety. The Plan established population projections, urban growth areas, and rural areas. The implementing Development Regulations-Zoning became effective in July 1995.

COMMUNITY PLANNING

The Community Plans Element of the 1994 Pierce County Comprehensive Plan envisions a local voice in how the Comprehensive Plan and its Development Regulations will be carried out in communities. It indicates specific land use designations, appropriate densities, and the design standards that should apply in community planning areas. Preserving and building community character while ensuring an efficient and predictable development approval process is a central theme.

Although the Growth Management Act does not require comprehensive plans to provide for community plans, Pierce County Ordinance 90-47S directs County officials to prepare a community plans element of the Comprehensive Plan. The majority of unincorporated County population reside in community plan areas. Community plans must be consistent with the Comprehensive Plan and the GMA.

SCOPE OF THE COMMUNITY PLAN

LEGISLATIVE AUTHORITY TO DEVELOP THE PLAN

In the Community Plans Element of the 1994 Pierce County Comprehensive Plan, South Hill was identified as a community that would receive a community plan. In August 1999, the Pierce County Council directed the Department of Planning and Land Services to initiate a community plan for the South Hill community through Resolution R99-66S. The process for developing the South Hill Community Plan began with the formation of a Community Planning Board. The Board was comprised of business owners, residents, and organizations consisting of a broad range of interests. The County Council modified the boundaries of the South Hill Community Plan with Ordinance 2001-21s. The modification excluded Canyon Road and the area known as Summit View and ensured all of the Sunrise development was included in the plan.

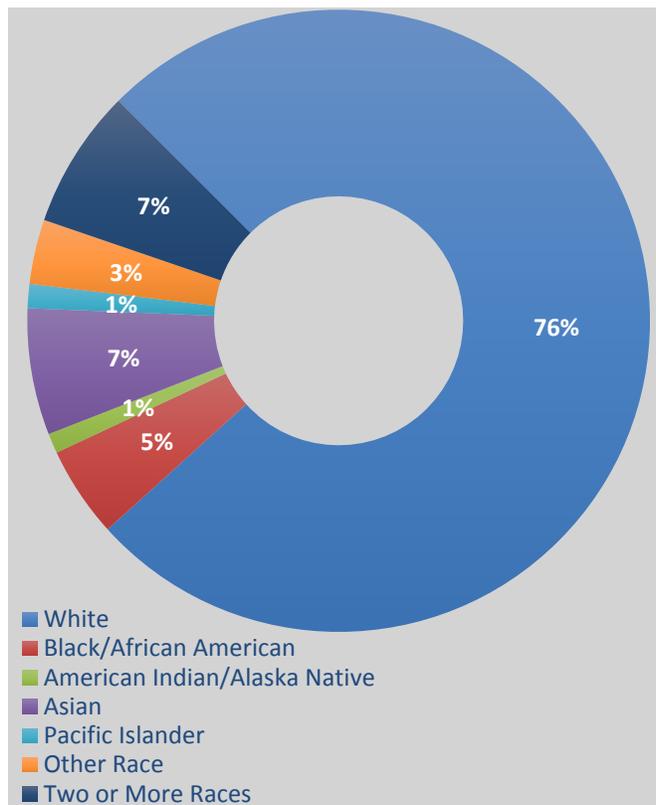
DEMOGRAPHICS

South Hill is home to almost 55,000 people. About 86% of residents are within family households with an average of 3.3 persons per family household, compared to the 2.96 average household size.

Females make up 50.8% of the population while males make up 49.1%. More than half of the population aged 15+ is married while 28% have never been married.

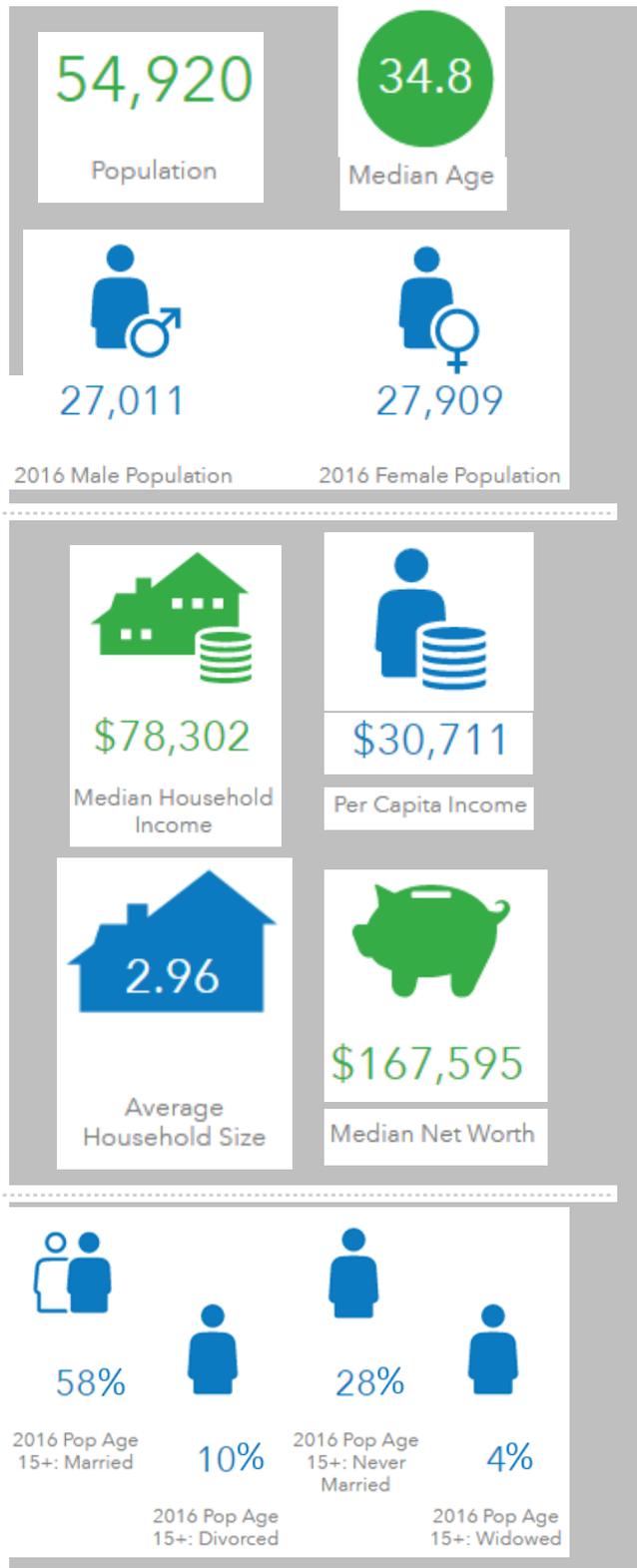
More than three quarters of South Hill residents are white. Asian and Two or More Races make up the next closest categories, with 7% each. Black/African Americans make up 5% of the plan area and Other Races make up 3%. American Indian/Alaska Native and Pacific Islanders make up 1% each.

Figure J-1: South Hill Race Distribution (2016)



Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2016 and 2021. Esri converted Census 2000 data into 2010 geography. Esri estimated block group data, which is used to estimate polygons or non-standard geography. 1990 Census Blocks.

2016 Statistics



HISTORY OF THE PLAN AREA



1800s
to 1900

1860s-70s: Less than 50 residents, homesteads, logging, and agriculture. 1870s-90s: 300+ residents, Firgrove School, railroad to Tacoma and Puyallup.

1900: Meridian was farm-to-market road. 1910: McMillin Reservoir constructed. 1940s: Bonneville Electric Power transmission lines and natural gas pipeline built. Thun Field airport established.

1900 to
1950



1950 to
1980

1956-72: SR-512 construction. 1970s: South Hill population about 7,000. Real estate speculation increased and population was similar to other suburban communities.

1980s: South Hill mall constructed and Gem Heights and Sunrise (formerly Rainier Terrace) construction began. Population increased by about 20,000 residents.

1980 to
2000



2000 to
Present

2003: South Hill Community Plan adopted. Approximately 35,000 residents

COMPONENTS OF THE COMMUNITY PLAN

The vision statements and all of the policies (goals, objectives, principles, and standards) were developed through citizen input. When applying the policy statements, each should be afforded equal weight and consideration.

VISIONING PROCESS AND VISION STATEMENTS

Visioning is typically completed through a series of public meetings or workshops structured to allow the community to articulate hopes for the future. Statements, thoughts, and ideas brought forth in the visioning process became the basis for the visions, goals, objectives, and principles of the community plan.

A vision is a statement of hope within the best of circumstances. It is placed on the horizon of the future, provides direction, and is a reflection of who and what the community is and what it wants to become. Visions stay on the horizon and are larger than life, providing a beacon in the future toward which the community can steer. As soon as progress is made toward this vision, it is again moved out to the horizon. Visions are meant to be compelling and exciting, and embody a degree of risk taking and venture into the unknown.

Vision statements can be either: 1) broad—painting a picture of what the community should strive to be like, physically and socially; or 2) focused—to express how the concerns, values, and hopes of the community should be reflected in various topics.

GOALS

Goals describe a desirable future for the community: identifying who, what, why, and how the broad values and hopes set forth in the vision statement will be accomplished. Goals provide the framework from which objectives, policies (principles and standards), implementation actions, and recommendations will be developed.

OBJECTIVES

Objectives are statements which specifically define goal actions.

PRINCIPLES AND STANDARDS

Principles set a particular course of action to accomplish objectives. Standards, quantitative or qualitative, are specific benchmarks or targets to be accomplished in the ongoing development of the community.

IMPLEMENTATION ACTIONS

Implementation actions and recommendations are refinements and changes to policy documents, regulations, capital facility plans, and statements directing agencies and community groups to revise or develop plans, regulations, programs, and other non-regulatory measures.

CONSISTENCY WITH THE 1994 PIERCE COUNTY COMPREHENSIVE PLAN

The goals, objectives, policies, and standards in the South Hill Community Plan are consistent with the provisions in the Pierce County Comprehensive Plan. The plan proposes one new zone classification to implement the Community Center designation.

PUBLIC INVOLVEMENT HISTORY OF THE SOUTH HILL COMMUNITY PLAN

DEVELOPMENT OF THE 2003 SOUTH HILL PLAN

Development of the recommended plan incorporated a variety of public involvement strategies including the

- formation of Community Planning Boards and committees,;
- public workshops and open houses,; and various
- surveys.

These public involvement techniques ensure that the plan is developed as a representation of the general will and values of the community.

COMMUNITY PLANNING BOARD

The development of the South Hill Community Plan could not have been accomplished without the South Hill Community Planning Board (CPB). The CPB, appointed in the spring of 2000, consisted of a 13 member group representing a variety of interests and geographic locations in the community. In early 2001, the Board was increased to 16 members in order to fill vacancies and provide more community representation.

The CPB was charged with the following responsibilities:

- 1) serving as a sounding board for the community;
- 2) developing a vision and goals for the community plan area;
- 3) guiding the development of policies and map changes that address community concerns while remaining consistent with the Comprehensive Plan; and
- 4) forwarding a South Hill Community Plan to the Pierce County Planning Commission and Pierce County Council.

VISIONING OPEN HOUSES AND WORKSHOPS

Two open houses were held in February 2001 to present the efforts of the planning board and the draft vision statements to the public. The planning board gathered comments on the overall vision for the community and visions for each element of the plan. Two open houses were held in February 2001 to present the efforts of the planning board and the draft vision statements to the public. The planning board presented the South Hill Community Plan

Visioning Map encompassing many of the goals and vision statements. Those in attendance were supportive of the draft vision statements.

The planning board also presented three distinct concepts, or alternatives, for future land use patterns.

- Alternative 1 continued the existing land use pattern where commercial uses are located along Meridian and the remainder of South Hill is residential (see **Error! Reference source not found.**). The residential housing choices would be similar to the housing choices of today.
- Alternative 2 is similar to Alternative 1, but adds higher density housing adjacent to the Meridian corridor (see **Error! Reference source not found.**).
- Alternative 3 attempts to restructure Meridian Avenue by encouraging commercial uses to locate into distinct centers (see **Error! Reference source not found.**). Each center would serve a distinct purpose or market and contain design standards consistent with the goals of that center. One of the goals of this alternative was to redesign Meridian Avenue away from a continuous strip of commercial uses. Alternative 3 also places some small scale, limited commercial uses into residential neighborhoods – with very strict design standards and limits on uses as well as hours of operation. Neighborhood commercial is intended to offer residents choices for accessing daily goods and services, such as a cup of espresso or an ice cream cone, without having to travel Meridian.
- Alternative 3 also offers a variety of housing types and densities. This alternative recognizes that some residents choose to live on large lots while others choose to live on smaller lots with higher density housing. The location of the various types of housing is dependent upon environmental constraints as well as the availability of necessary infrastructure.

Alternative 3 is representative of the final decisions of the Community Planning Board. However, the final board recommendation allows the continuance of commercial uses along Meridian Avenue.

POLICY OPEN HOUSES

Four open houses were held in June 2002 to present draft policies to the public for comment. The CPB distributed surveys on parks, neighborhood commercial uses, and a central place for the South Hill community. Over 250 residents attended the four open houses. The comments and survey results guided the CPB in making policy changes to the plan.

TRANSPORTATION WORKSHOP

Approximately 200 residents met in July 2002 to discuss traffic congestion and north/south roadway extensions in the South Hill area. Recommendations from this workshop guided the CPB in developing policy. of transportation policies in the plan.

SURVEY

In November of 2000, Pierce County Planning and Land Services (PALS) and the South Hill Community Planning Board developed a questionnaire to survey the community. The results identified the needs and desires of the local residents to more clearly define plan goals and strengthen the effectiveness of the plan. It was randomly distributed to 3,172 households within the community plan boundaries. Questions were related to the environment, economy, design standards, public facilities and services, land use, interim regulations, and household characteristics. A sufficient number of questionnaires were returned to obtain a statistically accurate representation of household opinion. The respondents

- supported strengthening regulations to mitigate impacts of growth on the environment. A majority of respondents supported Meridian as the focal point for new business and desired smaller scale, locally-owned retail and services. Respondents also
- desired design standards for commercial signs, residential developments, landscaping, lighting, and architecture. Respondents
- gave top priority to building sidewalks, improving roads, and developing parks. The respondents clearly
- indicated that residential density in existing neighborhoods should not increase, but higher density development could occur where environmental conditions and infrastructure could support it.

2018 SOUTH HILL COMMUNITY PLAN UPDATE

Pierce County Council Ordinance 2015-40 directed the Planning and Public Works department (PPW) to develop a schedule for update of community plans. PPW determined that the four community plans within the County's central Urban Growth Area (Frederickson, Mid-County, Parkland-Spanaway-Midland, and South Hill) should be updated simultaneously, because of commonalities between the areas.

In 2016, PPW began working with the South Hill Land Use Advisory Commission to review the community plan and identify areas in need of update. In spring 2017, PPW conducted a significant public outreach process with the goal of gathering feedback from the community about their vision. This outreach included:

- A newsletter with information about the update to all properties within the plan area.
- A project website, including an online open house and survey.
- Press release, media outreach, and media interviews by local and regional media.
- Community open houses and property owner meetings.

This outreach resulted in more than 600 responses to surveys and more than 900 people requesting to receive future plan updates (these numbers reflect public response for all four community plan areas). The most common survey responses from South Hill residents included:

- Concerns are about increased development pressure, increasing traffic, increasing crime, and loss of natural areas.

- Want to see more jobs in the community; most respondents currently commute to work outside of the plan area.
- Want to see safe bicycle and pedestrian facilities and improved transit connections to regional transit stations.

Based on public feedback, PPW and the LUAC proposed revisions to policies, zoning, and transportation improvement priorities. The draft plan was released in MONTH 2018. A public meeting at the LOCATION on DATE was attended by # OF PEOPLE, including # OF PEOPLE who testified. The LUAC recommended SUMMARY OF RECOMMENDATION and forwarded the draft plan to Planning Commission for consideration on DATE.

Planning Commission considered the draft plan on DATE, and recommended SUMMARY OF RECOMMENDATION and forwarded the draft plan to the County Council for consideration on DATE.

The County Council held public hearings on DATES, and adopted updates to the community plan on DATE.

PURPOSE AND USE OF THE COMMUNITY PLAN

This community plan is intended to supplement and further refine the Pierce County Comprehensive Plan. Where the community plan provides specific guidance regarding land uses, the policy language of this plan will govern. Where the community plan does not provide specific guidance, the reader is directed to utilize the land use policies of the Pierce County Comprehensive Plan.

The South Hill Community Plan gives residents, businesses, property owners, and Pierce County a clearer, more detailed sense of how the community wants future growth and development to occur. ~~It details what standards should be utilized in order to create and maintain the character and amenities identified through the policies and goals of the plan.~~ The South Hill Community Plan accomplishes the following:

- Sets distinct goals and visions for the South Hill community;
- Provides design standards for architecture, site layout, signs, and landscaping for all development;
- Provides tree retention or replacement standards to ensure significant vegetation is provided for each site;
- Establishes recreation standards to ensure recreation is provided for every new residential development and that the recreation area is not just a small tot lot;
- Requires pedestrian connections through commercial and residential areas so that residents may travel on foot or bicycle to any destination within the community; and,
- Identifies implementation actions necessary to carry the plan to full completion over the course of the next 20 years.

SUMMARY OF THE SOUTH HILL COMMUNITY PLAN

The South Hill Community Plan contains policies and implementing actions for five the following subject areas or elements: Land Use Element, Community Character Element, Natural Environment Element, Economic Element, and the Facilities and Services Element.

LAND USE ELEMENT

The Land Use Element addresses land uses allowed in plan designations and the intensity of uses in the community. Policies promote preserving the natural environment, creating livable neighborhoods and distinct commercial centers, and identifying a central place.

COMMUNITY CHARACTER ELEMENT

The Community Character Element addresses urban design, community character, heritage, and social interaction. The policies promote urban design, natural environment retention, and transportation connections.

NATURAL ENVIRONMENT ELEMENT

The Natural Environment Element includes consideration of the natural resources found in the area. The citizens in South Hill value the function and aesthetics of the natural environment. The policies promote preserving ecological functions and incorporating the natural environment into site design.

ECONOMIC ELEMENT

The Economic Element focuses on the economy of South Hill. The CPB envisions a variety of commercial opportunities to meet the needs of the community and the surrounding region. Policies focus on restructuring Meridian Avenue to concentrate commercial, office and high density residential uses within designated centers. Employment and training opportunities related to aviation and light manufacturing will be provided in the Thun Field employment area.

FACILITIES AND SERVICES ELEMENT

The Facilities and Services Element addresses the infrastructure needed to maintain a desirable quality of life in South Hill. Infrastructure includes capital facilities such as roads, parks, trails, stormwater, schools, utilities, and the Thun Field Airport. The policies identify the capital improvements necessary to support the plan (roads, parks, sewers, water, etc.) and discuss potential partnerships within the community.

PLAN MONITORING

The Plan Monitoring section addresses how to measure the effectiveness and impacts of the plan over time.

IMPLEMENTATION

The plan also contains proposed amendments to the Pierce County Comprehensive Plan and Development Regulations which serve to implement various plan policies.

VISION STATEMENT

The citizens of South Hill envision a dynamic residential community with a variety of neighborhoods and housing choices. A locale where residential and business developments are integrated into the natural environment. A safe place, where schools and parks provide focal points and opportunities for citizen involvement in the social fabric of South Hill. A location where neighborhoods are connected to businesses, schools, and services through a functional transportation network that includes roads, sidewalks, bike lanes, and, where needed, transit services. A community where small neighborhood businesses provide the daily needs of local residents. A part of Pierce County where public services meet the needs of the South Hill population.



Land Use Element

Addresses the allowed type and intensity of land uses. Encourages creating livable neighborhoods, distinct commercial centers, and an identified central place.



Community Character Element

Promotes urban design, community character, heritage, social interaction, natural environment retention, and transportation connections.



Economic Element

Promotes a variety of commercial opportunities to meet the needs of the community and the surrounding region.



Environment Element

Encourages the preservation of ecological functions and incorporation of the natural environment into site design.



Facilities and Services Element

Addresses the infrastructure and services needed to maintain a desirable quality of life in South Hill.



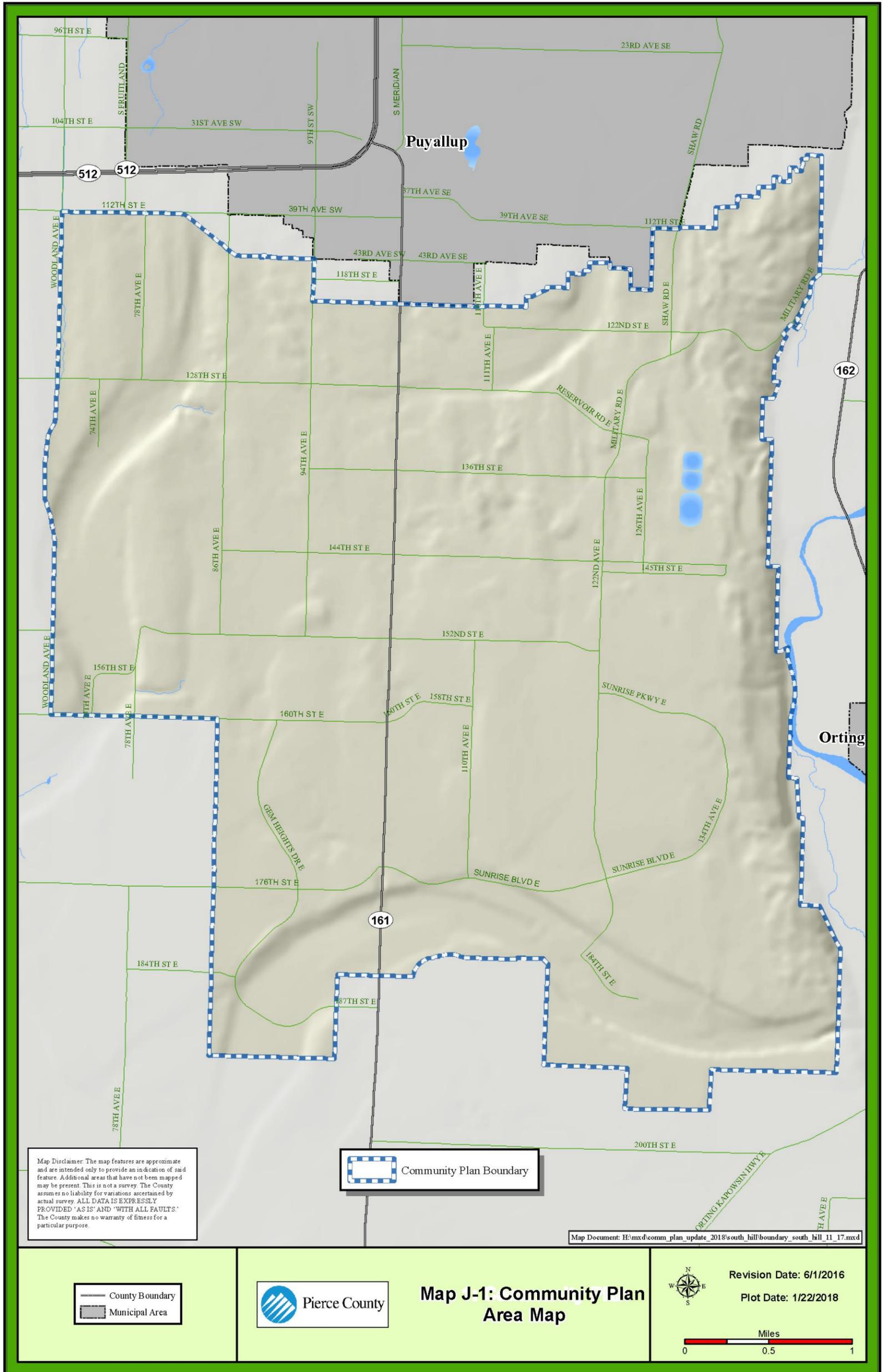
Parks and Recreation Element

Identifies local park, recreation, and trail needs and design.



Transportation Element

Promotes connectivity and pedestrian and bicycle access, and identifies future transportation needs and improvements.



Chapter 2: Land Use Element

INTRODUCTION

The Land Use Element of the South Hill Community Plan provides direction regarding the location and intensity of land uses. ~~This element is intended to supplement and further refine the Land Use element of the Pierce County Comprehensive Plan. Where the community plan provides specific guidance regarding land uses, the policy language of this plan will govern. Where the community plan does not provide specific guidance, the reader is directed to utilize the land use objectives, principles, and standards of the Pierce County Comprehensive Plan.~~ The community plan builds upon the strengths of the community and existing land use patterns in accordance with the desires of South Hill residents. The community plan does not contradict the Comprehensive Plan, but refines the allowed uses and implementing regulations in accordance with what is appropriate for the South Hill community.



Sunrise Village Shops

The South Hill Community Plan recognizes that not all housing needs or desires are alike and thus, provides a variety of housing choices.

The community plan prioritizes reshaping or restructuring Meridian Avenue East into the Centers and Corridors development pattern. The Centers are designed to be compact, walkable communities with increased density, connectivity and transit service. The Centers are designed to be more inclusive of pedestrians, green space, and a mix of residential uses with commercial and residential components. Small neighborhood centers are located in several residential neighborhoods. These centers are intended to allow opportunities for local residents to obtain a few daily goods without having to get into a car and travel to Meridian Avenue East.

~~The Land Use Element addresses the location and intensity of commercial, industrial, residential, and civic land uses. The element contains two main components: visions, objectives, principles, and standards that provide policy direction and guidance; and, recommend regulatory and non-regulatory implementation actions to carry forth the policy direction.~~

The residents of South Hill want to ensure livability features are in place as growth occurs. The South Hill Community Plan strives to provide the features that lend to a more livable community for South Hill.

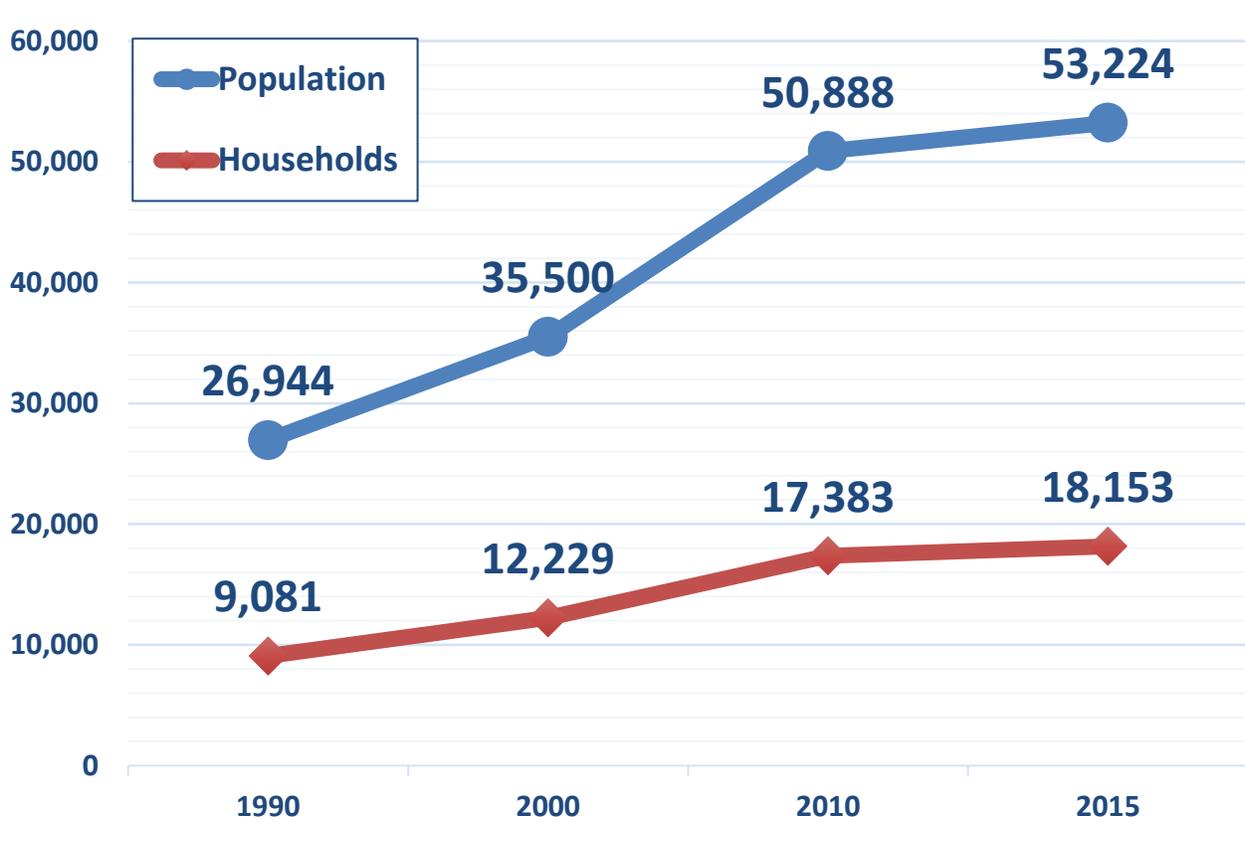
POPULATION AND HOUSING TRENDS

In the decade prior to community plan adoption (2002), South Hill had seen a 32% increase in population. Since the adoption of the community plan, growth began to increase at an even higher rate. The population of South Hill has grown by almost 50% with a total increase of 17,724 persons in 5,924 households from 2000 to 2015. Over the past 15 years, the average annual growth rate was a little over 3% per year. This shows that there has been a significant amount of development going on in South Hill over the past few decades. Household size has remained around 2.9, which is higher than the County average of 2.59.



Sunrise Master Planned Community

Figure J-2: Population and Household Growth (1990-2015)



Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2015 and 2020. Esri converted Census 2000 data into 2010 geography. Esri estimated block group data, which is used to estimate polygons or non-standard geography. 1990 Census Blocks.

Housing Trends

The number of housing units in the area has grown by more than 50% in the past 15 years. Housing growth has steadily kept up with population growth and the number of units available exceeds the number of households in the plan area.

In the decade prior to adoption of the community plan, 1990-2000, South Hill saw an increase of 3,360 units. The decade after adoption, 2000-2010, boasted 5,729 more, almost double what it had seen the decade before. More than 10,000 units have been built in the community since 1990.

Since 2000, the vacancy rate has increased by 2.6% but is still at a healthy level of 6.5%. While owner occupancy has declined in the last 15 years, it still is the predominant occupancy type in the plan area.

Table J-18: Population and Housing Growth 2000-2010 and Table J-19: Housing Occupancy in Chapter 10: Supplemental Data provide more detailed information.



Emerald Pointe at Sunrise

Figure J-3: Housing Growth (1990-2015)

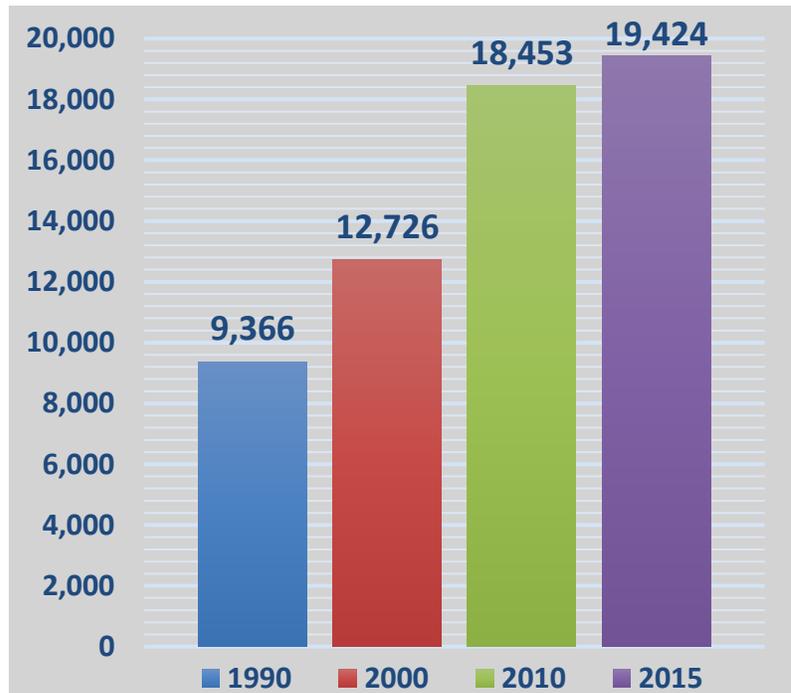
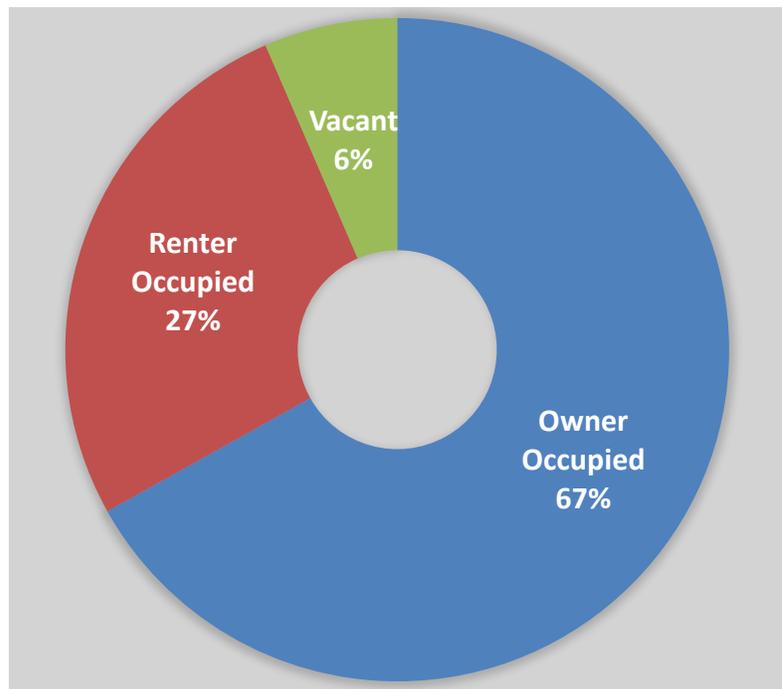


Figure J-4: Housing Occupancy (2015)



Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2015 and 2020. Esri converted Census 2000 data into 2010 geography. Esri estimated block group data, which is used to estimate polygons or non-standard geography. 1990 Census Blocks.

BUILDABLE LANDS INVENTORY

The Buildable Lands Report is broken into three parts:

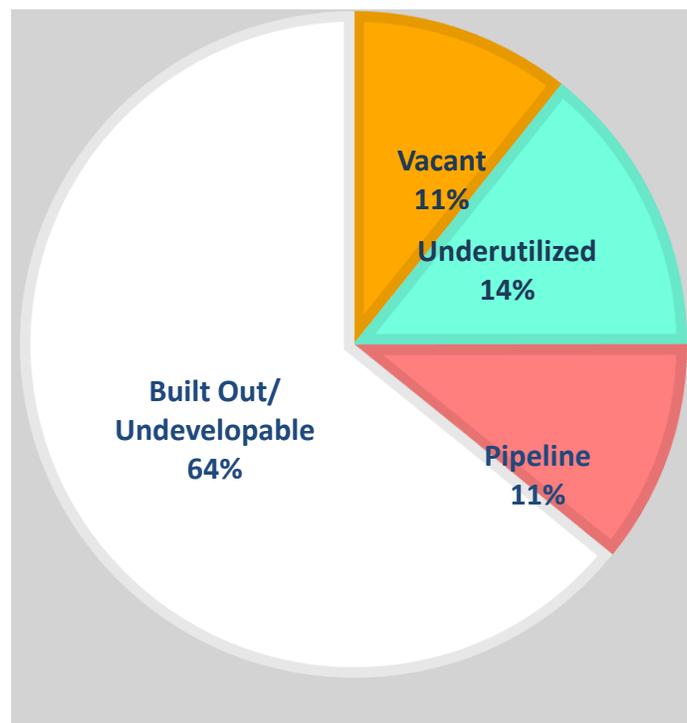
1. An analysis of past development trends;
2. An inventory that identifies lands that are vacant, underutilized, built out or undevelopable, and those associated with pipeline projects. Pipeline projects include those projects that have an active development application. For parcels that have pipeline projects, the number of units applied for are counted toward the capacity; and
3. A capacity analysis that uses the inventory to calculate the 20-year housing and employment capacities.

While the inventory is parcel specific, the capacity analysis is calculated using an aggregation of the acreages by zone classification at a jurisdiction-wide level and applying assumptions based on development trends and regulations. This method restricts the ability to further subdivide the capacity numbers to smaller geographies within each jurisdiction. An explanation of the full methodology can be found in the [Pierce County 2014 Buildable Lands Report](#).

It would not be valuable to attempt to calculate capacity for the South Hill Community Plan area using the Buildable Lands Inventory and methodology, but it is useful to look at the Buildable Lands Inventory itself in order to get an idea of how much land has development potential and what sizes the parcels are, particularly vacant ones. The information could be used to get an idea of what types of development may occur in the future.

Figure J-5 shows that more than half (64%) of land in the South Hill community has been developed or is too constrained to develop. Another 11% of the land is already slated for development and has potentially developed since the inventory was established using 2010 conditions. Vacant land makes up 11% of the South Hill community, averaging 4.08 net acres per vacant subdividable lot and .27 per vacant single unit lot. The remaining 14% is considered underutilized, averaging 2.05 net acres per lot.

Figure J-5: 2014 Buildable Lands Inventory for the South Hill Community Plan area (Gross Acreage, 2010 Parcels)



Source: 2014 Pierce County Buildable Lands Report

LAND USE TRENDS

The Pierce County Assessor's Office classifies how parcels are used for purposes of calculating assessed value for taxation. Pierce County Planning and Public Works uses this information to determine the distribution of land uses within specific areas. The information is known to contain errors, but is considered accurate for planning purposes. It reflects how land is currently being used but does not reflect zoning.

Figure J-6 shows that the two prevailing categories of land use in the plan area are residential and vacant. Together these two use categories account for almost 80% of total acreage in the community.

Figure J-6: Distribution of Land Use Categories (2016 Acreage)

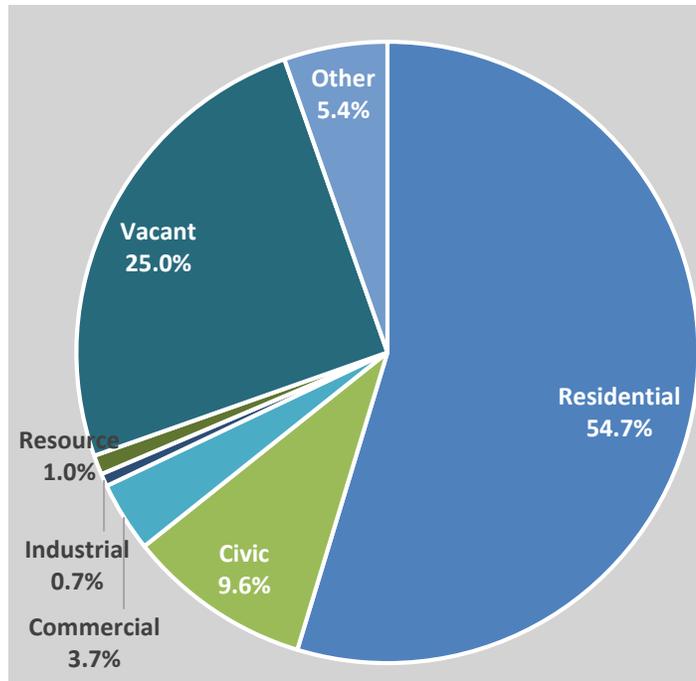
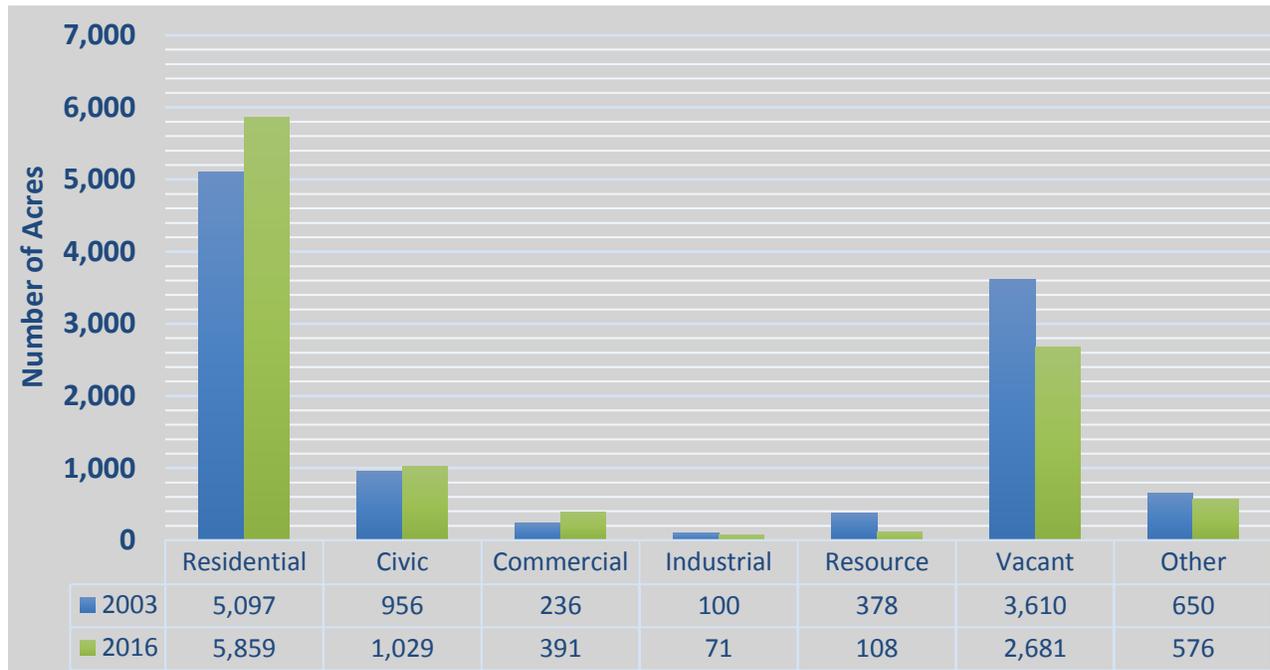


Figure J-7: Change in Acreage by Land Use Category (2003 vs. 2016)



Source: Pierce County Assessor-Treasurer Tax Parcel Data accessed 2003 and 2016

Land Use Trends

The primary changes from 2003 to 2016 are a decrease in vacant land and an increase in residential land. While the number of acres consumed by residential development increased by 762.16 acres, the number of lots has increased substantially by 5,697 lots, and the lot size has decreased by a tenth of an acre. This trend shows the continual move toward urban densities.

Single-family residential makes up 46% of the plan area, or 48% when adding mobile homes on individual lots. Multifamily housing comprises only 4.26% of the total land uses within South Hill, more than half of which is duplexes. Civic uses cover 9.6% and are primarily utilities, transportation, and schools. Commercial retail and service uses make up 3.7% of the plan area. There is a limited amount of industrial and resource land that is predominantly used for construction services, warehousing, mineral extraction, and forestry.

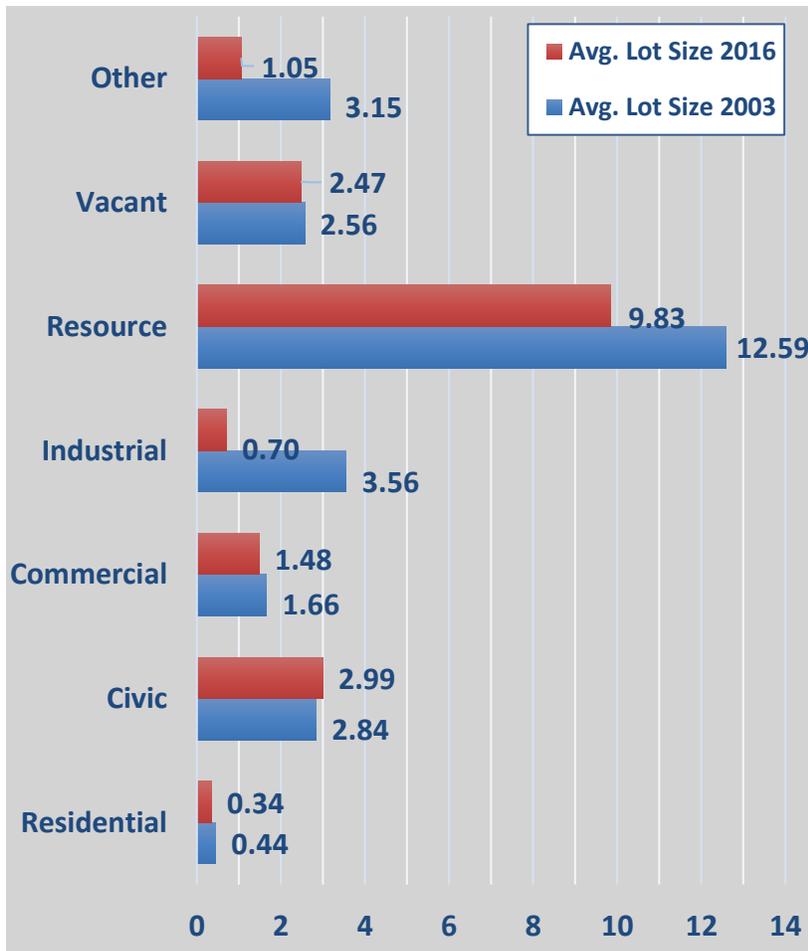
Detailed information on acreage and lot distribution within each land use category can be found in Chapter 10: Supplemental Data in Table J-21: Comparison of Land Use by Category (2003-2016).

Table J-1: Change in Number of Lots by Land Use Category (2003 vs. 2016)

Land Use Category	2003 Lots	2016 Lots	Change
Residential	11,473	17,170	5,697
Civic	337	344	7
Commercial	142	264	122
Industrial	28	101	73
Resource	30	11	-19
Vacant	1,408	1,086	-322
Other	206	547	341
Total	13,624	19,523	5,899

Source: Pierce County Assessor-Treasurer Tax Parcel Data accessed 2003 and 2016.

Figure J-8: Change in Average Lot Size by Land Use Category (2003 vs. 2016)



Source: Pierce County Assessor-Treasurer Tax Parcel Data accessed 2003 and 2016.



DESCRIPTION OF CURRENT CONDITIONS

The citizens and business owners of South Hill are proud of the schools, neighborhoods, churches, choices and opportunities, and the people that define their community. However, the character of South Hill has drastically changed in the past 30 years and these changes have not always been for the better. In the late 1960's, South Hill was a rural community containing farms and large tracts of land. In 1972, the construction of State Road 512 was completed, opening the door for development.

Numerous housing developments were permitted and constructed based on Pierce County's substandard land use regulations throughout the 1970's, 1980's, and early 1990's. Several



major housing developments known as master planned communities were also permitted during this time and significantly changed the face of the community. Three of the largest developments are still in construction. Gem Heights is nearing completion of 1,738 homes located in the southern part of the community immediately west of Meridian. The Sunrise development located in the southeastern corner of the community is approximately 25 percent complete with a buildout expectancy of 3,446 housing units. Finally, the Silver Creek master planned

community located south of 176th Street East and west of Meridian Avenue is just beginning construction of 2,889 homes. These three developments alone will house a minimum of 16,000 people and are more likely to house upwards of 20,000 people. A considerable number of smaller residential developments, ranging from 4 homes to 100 homes, were also permitted and developed throughout the 70's, 80's, and 90's adding development and population throughout South Hill.

In 1995 Pierce County adopted a Comprehensive Plan in accordance with the Washington State Growth Management Act. The Plan directs growth into urban areas including South Hill. The Comprehensive Plan assigned commercial growth to Meridian Avenue, while the rest of the community was designated for single family residential uses. The Comprehensive Plan did not address whether certain neighborhoods should or should not have higher densities, where environmental constraints limit development, or unique places of the community. The implementing regulations for the Comprehensive Plan provided for consistency throughout unincorporated Pierce County. The regulations included new requirements for landscaping and stipulated the allowable range of densities for each zone classification. Revisions were made to the regulations in the late 1990's to include standards for sidewalks, lot size, curb, and gutter. The Comprehensive Plan did not address signs, architecture, site layout, pedestrian facilities, or lighting. These items were left for communities to decide through a more interactive community plan process.

The following information provides background on the existing land development patterns, population, and housing within the South Hill community.

EXISTING LAND USES

The Pierce County Assessor's Office classifies how parcels are used for purposes of calculating assessed value for taxation. Pierce County Planning and Land Services routinely uses this information to determine distribution of land uses within specific areas. The Assessor's information is known to periodically contain errors, but is considered accurate for planning purposes. The Assessor's information reflects only how land is currently being used and does not reflect zoning. The following table summarizes the current uses of land within South Hill in order of most to least acreage based upon Assessor information:

Table J-2: Existing Land Uses

Land Use	Acreage	% of Plan Area	Total Parcels
Residential			
Single Family	4,278.14	38.27%	10,501
Duplex	200.11	1.79%	396
Triplex	4.47	0.04%	8
Fourplex	37.57	0.34%	76
Multifamily	94.42	0.84%	71
Group Homes	0.00	0.00%	0
Mobile Homes	298.53	2.67%	403
Mobile Home Parks	179.15	1.60%	17
Nursing/Retirement Homes	4.80	0.04%	1
College Dormitories	0.00	0.00%	0
RESIDENTIAL-TOTAL	5,097.19	45.59%	11,473
Civic			
Public Facilities	18.16	0.16%	7
Quasi-Public	34.58	0.31%	2
Religious Assembly	65.75	0.59%	13
Health Services	9.30	0.08%	7
Education k-12	123.81	1.10%	13
Education Higher	39.80	0.36%	2
Transportation	129.43	1.16%	70
Communication	0.00	0.00%	0
Utilities	363.24	3.25%	151
Recreation, Non-Profit	171.76	1.54%	72
CIVIC-TOTAL	955.83	8.55%	337
Commercial			

Land Use	Acreage	% of Plan Area	Total Parcels
Offices	23.13	0.21%	29
Commercial Service:	75.69	0.68%	51
Eating/Drinking	21.82	0.20%	18
Entertainment	5.91	0.05%	2
Lodging	0.00	0.00%	0
Automotive	12.91	0.12%	16
Other	35.05	0.31%	15
Commercial Retail:	136.72	1.22%	62
Food	2.90	0.03%	4
Automotive	78.70	0.70%	22
Bldg. Material, Hardware	0.30	0.00%	1
Furniture, Home Furnishings	1.26	0.01%	2
Apparel and Accessories	0.55	0.00%	1
Other	40.15	0.36%	28
Wholesale Trade	0.00	0.00%	0
Shopping Centers	12.86	0.12%	4
COMMERCIAL TOTAL	235.54	1.81%	142
Industrial			
Construction Services	11.26	0.10%	5
Industrial Services and Repair	0.00	0.00%	0
Warehousing	34.00	0.30%	15
Manufacturing/Assembly	54.28	0.49%	8
INDUSTRIAL TOTAL	99.54	0.89%	28
Resource			
Mineral Extraction	24.39	0.22%	5
Forestry	87.42	0.78%	4
Agriculture	265.76	2.38%	21
RESOURCE TOTAL	377.57	3.38%	30
Other			
Open Space-all	78.63	0.70%	22
Vacant	3,610.36	32.30%	1,408
Other Out Bldgs.	143.93	1.29%	42
Unidentified Land Use	427.21	3.82%	142
New/Amended Lots	0	0.00%	0
TOTAL	11,025.81	98.64%	13,624

Note: The remaining 1.36% of parcels, 152.52 acres, straddle the South Hill Community Plan boundary along its border with the City of Puyallup urban growth area.

As shown in the table, the two prevailing categories of land use in the plan area are residential (46%) and vacant (32%). Together these two use categories account for 78% of total acreage in the community. The dominant land use type is single-family residential (38.3%, 40.9% when adding mobile homes on individual lots). The next most extensive land use types are: utilities (3.6%), agriculture (2.4%), and duplexes (1.8%).



The physical distribution of land uses is shown on **Error! Reference source not found.** As previously noted, the prevailing land use within South Hill is residential. Residential uses are distributed throughout the community. Residential lot sizes vary throughout the community from small, densely suburban lots to larger estate-type lots. Smaller lot sizes are dominant in the southern portion of the plan area inclusive of the Gem Heights, Sunrise, and Silver Creek developments. Small lot sizes are common along the Woodland/70th Avenue corridor between 128th Street East and 152nd Street East. Finally, smaller lots are also located in the northern portion of the community near the City of Puyallup.

Larger lot sizes are commonly located on environmentally constrained lands such as steep slopes or wetlands. Large lots are found immediately west of Meridian, generally between 128th Street East to 160th Street East and extending west from Meridian to approximately 78th Avenue East. Large lots are also located immediately east of Thun Field south of 152nd Street East. Multifamily housing, which includes duplexes, triplexes, fourplexes and apartment buildings, is scattered throughout the community. The greatest concentration of multifamily housing units is located in the northern portion of the community along 122nd Street East. Table J-2 shows that multifamily housing comprises only 3.01% of the total land uses within South Hill. The prevailing multifamily housing type in South Hill is duplexes, which make up 1.79% of the total 3.01%. Triplexes, fourplexes, and multifamily buildings comprise only 1.22% of the community.

Civic uses are the second most common land use and comprise 8.55% of the community. Civic land uses include such items as utilities, educational facilities, transportation, and education. Utilities are dominant in the civic category (3.25%). K-12 education (1.10%) and non-profit recreation (1.54%) comprise the other main uses considered.

Commercial and industrial land uses comprise approximately 3% of the South Hill community. Commercial land uses are divided in offices, services, or retail uses. Retail uses are the foremost type of commercial use in South Hill (1.22%). Services such as restaurants and theaters comprise less than 1% of the uses commercial uses while office uses are fairly uncommon. The existing land uses along Meridian Avenue are auto-oriented commercial uses, a limited amount of light industrial uses, and scattered vacant land.

Although vacant lands are scattered throughout the community, there is a concentration in the southeast part of the community in and around the Sunrise development and Thun Field. Other large vacant parcels are located in the western portion of South Hill and in the Silver Creek development south of Gem Heights. Smaller vacant areas also exist in the northeast part of the plan area.

CURRENT COMPREHENSIVE PLAN LAND USE DESIGNATIONS AND ZONING CLASSIFICATIONS

The 1994 Pierce County Comprehensive Plan, as amended, establishes six different land use designations within South Hill. These land use designations are Moderate Density Single Family (MSF), High Density Residential District (HRD), Master Planned Community (MPC), Employment Center (EC), Community Center (CC), and Mixed Use District (MUD). These land use designations indicate the type, intensity, and density of land uses authorized by the Comprehensive Plan. There are a total of 11 land use designations and 19 implementing zone classifications in the plan area, shown in Table J-3. The locations of land use designations are illustrated in Map J-2, and the zone classifications in Map J-3.

The MSF, HRD, and MPC designations are residential in nature, the EC designation is industrial and office, the Community Center is a combination of commercial and residential, while the MUD designation is auto-oriented commercial that also allows residential uses. These land use designations are implemented on a parcel-specific basis through zoning. The land use designations do not necessarily reflect the current use of land. For example, property used for auto-oriented commercial purposes could be designated EC, an industrial use designation. The following table summarizes the land use designations in terms of acreage:

Table J-3: Comprehensive Plan Land Use Designations –2002

Land Use Designation	Acreage	Percent of Plan Area
Moderate Density Single Family	7,680.7	63.4%
Master Planned Community	2,694.9	22.3%
Employment Center	963.0	8.0%
Mixed Use District	647.9	5.4%
Community Center	90.0	0.7%
High Density Residential District	29.6	0.2%
Total	12,106.1	100.0%

Land Use Designation	Zone Classification	Acres	Zone %	Designation Total Acres (%)
Corridor	Urban Corridor (UCOR)	419.2	3.46%	874.7 (7.22%)
	Neighborhood Corridor (NCOR)	455.5	3.76%	
Community Center	Community Center (CC)	41.1	0.34%	41.1 (0.34%)
Employment Center	Employment Center (EC)	893.3	7.37%	914.4 (7.54%)
	Employment Corridor (ECOR)	21.1	0.17%	
High Density Residential District	Moderate High Density Residential (MHR)	35.8	0.29%	35.8 (0.29%)
High Density Single Family	High Density Single Family (HSF)	560.6	4.26%	560.6 (4.26%)
Moderate Density Single Family (MSF)	Moderate Density Single Family (MSF)	4,505.8	37.16%	6,478.7 (53.43%)
	Residential Resource (RR)	1,972.9	16.27%	
Neighborhood Center	Neighborhood Center (NC)	12.3	0.10%	25.3 (0.21%)
	Residential-Office-Civic (ROC)	13	0.11%	
Park and Recreation	Park and Recreation (PR)	122.7	1.01%	122.7 (1.01%)
Towne Center	Towne Center (TCTR)	368.6	3.04%	368.6 (3.04%)
Master Planned Community	Community Center (CC)	139.	1.15%	2701.9 (22.29%)
	High Density Single Family (HSF)	116.6	0.96%	
	Moderate High Density Residential (MHR)	325	2.68%	

Land Use Designation	Zone Classification	Acres	Zone %	Designation Total Acres (%)
	Moderate Density Single Family (MSF)	1,671.7	13.79%	
	Residential Resource (RR)	449.4	3.71%	
Grand Total		12,123.8	100%	

Land use designations are shown on ~~Error! Reference source not found.~~

The MSF designation is the prevailing land use designation and is found throughout South Hill. The southern end of the community is dominated by three large residential developments with MPC designations, i.e., Sunrise, Gem Heights, and Silver Creek. A moderately sized planned community, known as Rainier Terrace, is located in the northeastern portion of South Hill. A small area of HRD designation is located on the west side of Meridian Avenue in the neighborhood of 94th Avenue East and 136th Street East.

Meridian Avenue is currently dominated by the auto-oriented MUD designation. This designation generally extends one-quarter mile along both sides of the Avenue. While the dominant land use designation along Meridian is MUD with 584 acres and 430 parcels, only 25% of the Avenue is currently comprised of existing commercial uses (137 acres, 112 parcels).

The south end of Meridian Avenue is designated EC. This area, including Thun Field-Pierce County Airport, is identified as a location for a variety of manufacturing, assembly, warehousing, and office uses.

CENTERS AND CORRIDORS

Pierce County’s unincorporated Urban Growth Area (UGA) is expected to experience an increase of approximately 57,000 persons from 2010-2030. With the number of large, vacant, buildable lots decreasing, the County will need to accommodate for an increase in infill development and redevelopment.

The majority of the UGA is centralized between two major East/West roadways (SR-512 and 176th Street East) and three major North/South roadways (SR-7, Canyon Road East, and SR-161) and within four community plan areas. The South Hill Community Plan area is among the four community plans that need to address future growth in this “Central UGA,” along with the Frederickson, Mid-County, and Parkland-Spanaway-Midland community plan areas.

The majority of these plan areas are encompassed by moderate-density single-family residential neighborhoods. Community members wish to preserve these single family neighborhoods and focus growth where higher intensity uses already exist—along the major transportation corridors—with the exception of Canyon Road East, which should remain a freight corridor to serve the Frederickson Manufacturing/Industrial Center.

Within the South Hill Community Plan area it is intended that high density and intensity uses would locate along the Meridian Corridor.

TOWNE CENTER

The Comprehensive Plan provides the foundation for South Hill to identify Centers. These Centers are intended to grow into areas with a diversity of housing, high connectivity, and provide for multi-modal transportation including pedestrian, bicycle and transit. There are two Centers of Local Importance within the South Hill Community Plan area: Longston Place and Sunrise Village.

The Towne Center designation recognizes the opportunity to create a pedestrian-oriented compact community with access to services and entertainment from high-density multifamily within the Center and from surrounding residential areas. The Towne Center designation is implemented by the Towne Center zone classification. This classification allows a mix of pedestrian oriented commercial and civic uses with high density residential development with a focus on high quality design. The Towne Center designation includes almost 370 acres (about 3% of the plan area).

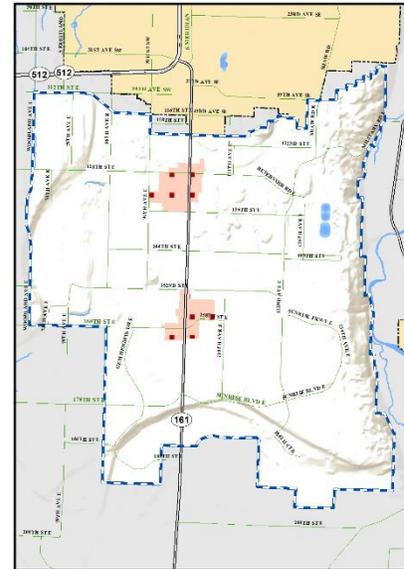


Figure 9 Towne Center designated area

These Centers also serve the role of being Centers of Local Importance for unincorporated Pierce County. In addition to their designation as Towne Centers within the community plan, the Longston Place and Sunrise Village Towne Centers, as Centers of Local Importance, they will address regional direction on growth within Centers and provide focus for transportation planning and funding.

LONGSTON TOWNE CENTER

This Center already has a well-established base of newer high-density residential, amenities, services, and other commercial uses. There is some opportunity for infill and redevelopment, but the main focus of policy guidance is to create better connectivity between residential and commercial uses within the Center. The Longston Place Towne Center is also in close proximity to local schools and parks and recreation opportunities, and is a short drive from the South Hill Mall.

SUNRISE VILLAGE TOWNE CENTER

This Center has a well-established base of commercial amenities and services. This Center does include a large area of undeveloped land with potential to add residential elements and greater connectivity to surrounding neighborhoods. The Sunrise Village Towne Center is in close proximity to residential neighborhoods to the east and west and older commercial development along Meridian. Since its development, it has begun to function as a central place within the community, and that role should continue to expand.

CORRIDOR

The areas along Meridian outside of the Centers have the Corridor designation. The follows the Meridian Avenue East (SR-161) from the northern community plan boundary to south to 176th Street East. The Corridor is intended to accommodate high intensity growth in residential and commercial uses within the plan area.

The Corridor designation is implemented by the Urban Corridor (UCOR) and Neighborhood Corridor (NCOR) zone classifications. One small area of Employment Corridor (ECOR) is found along Meridian Avenue East in the vicinity of Thun Field (ECOR is within the Employment Center designation). Generally, properties with direct access to Meridian Avenue East are zoned UCOR with areas with NCOR providing a transition to residential areas on either side of the Corridor.

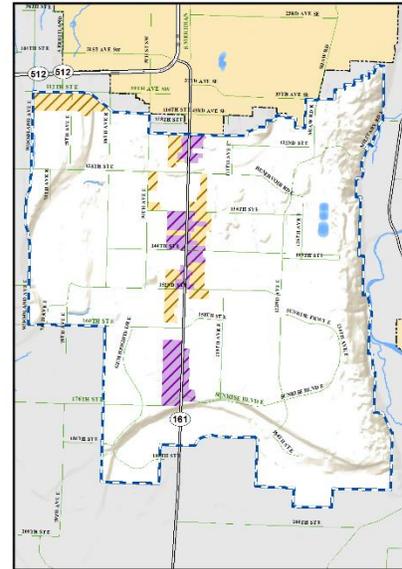


Figure 10 Corridor designated areas

The UCOR zone classification is intended to be developed with high density residential and auto-oriented commercial and civic uses. This classification is connected to the transit system and should have high quality pedestrian and bicycle facilities connecting services within the UCOR to the Towne Center. Residential densities in the UCOR classification are a minimum of 12 units per acre with unlimited maximum density. Height in the classification is limited to 45 feet unless affordable housing is provided.

The NCOR zone classification is intended as a transitional zone between single-family neighborhoods and intense development along Meridian Avenue East in the UCOR and Towne Center classifications. The NCOR designation allows all residential use types, civic uses, and limited neighborhood-scale commercial services that are pedestrian oriented. Residential densities are limited to 6 to 20 dwelling units per acre.

RESIDENTIAL DESIGNATIONS

MODERATE DENSITY SINGLE-FAMILY

The Moderate Density Single-Family (MSF) land use designation/~~zone classification~~ is intended to provide areas for urban single-family and two-family residential development, ~~at densities of 2-6 dwelling units per acre.~~ The MSF designation is the predominant designation in South Hill. Approximately ~~653%~~ 6,478.7 acres) is designated as MSF.

The MSF designation is implemented by the Moderate Density Single Family (MSF) and Residential Resource (RR) zone classifications. The MSF classification allows for both single-family and duplex development, while the RR classification allows only single-family residential development. Both classifications allow limited civic and utilities uses. The MSF classification allows a density of 4-6 dwelling units per acre. The RR classification is used in areas with environment constraints and allows a density of 1-3 dwellings units per acre.

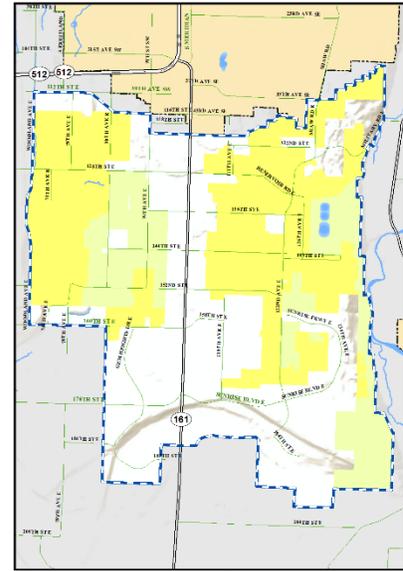


Figure 11 Moderate Density Single Family designated areas

HIGH DENSITY RESIDENTIAL DISTRICT

The High Density Residential District (HRD) designation is intended to provide areas of multifamily and high density single-family housing along with limited neighborhood commercial retail and service uses. The HRD designation is located with access to major roadways.

The HRD designation is implemented by the Moderate High Density Residential zone classification. Allowed residential densities in the HRD range from ~~6 to 25~~ 8 to 20 dwelling units per acre. This designation accounts for less than .23% of the community and contains ~~fewer than 305.8~~ acres.



Figure 12 High Density Residential District designated areas

HIGH DENSITY SINGLE FAMILY

The High Density Single-Family (HSF) land use designation incorporates higher density, attached and detached single-family development with limited civic uses. The designation is located along arterials separated from the major transportation corridors. Approximately 560 acres within the plan area are designated HSF (approximately 4.25% of the plan area).

The HSF designation is implemented by the High Density Single Family (HSF) zone classification. The HSF zone allows single family detached uses, “townhouse” style multifamily uses with ground floor entrances, and limited civic uses. Density within the HSF classification is 6 to 12 dwelling units per acre.

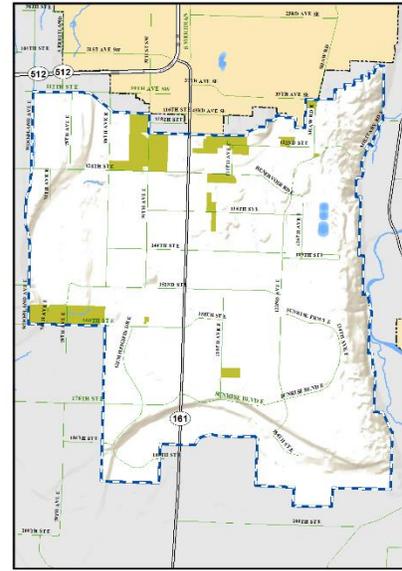


Figure 13 High Density Single Family designated areas

MASTER PLANNED COMMUNITY

The Master Planned Community (MPC) designation is intended to achieve well designed, compact, urban development, with a balance of uses, more efficient use of public facilities and a greater amount of open space than would be required under standard development. It is important for MPCs to include a phasing plan to ensure that each segment of the development is served by adequate public facilities and services. This approach ensures orderly urban growth and ability to respond to market demands for economic development and housing. They should include an infrastructure and public facilities plan, including an analysis of a range of financing options, where appropriate, that conform to the phasing plan.

MPCs integrate a mix of housing, services and recreation. This includes neighborhoods with a variety of housing options, including affordable housing for a range of income levels, consistent with a jobs-housing balance. MPCs should incorporate site planning that encourages transit use and nonmotorized transportation, and a transportation demand management plan. Open space areas are encouraged to promote both active and passive recreation, and centers for community activities and assembly, and they should include measures to protect critical areas and conserve resource lands.

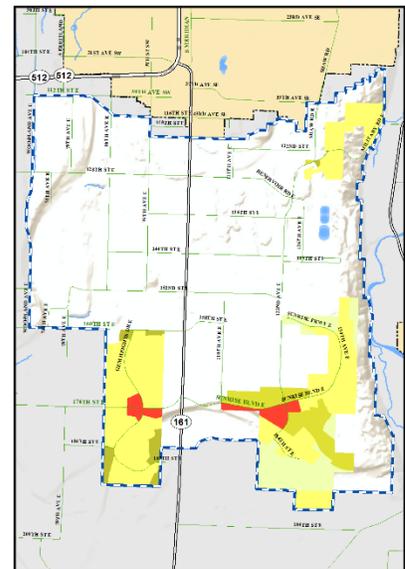


Figure 14 Master Planned Community designated areas

and MPCs are approved through a planned unit development or planned development district process. MPCs must encompass a minimum of 320 acres. Four MPCs exist in South Hill: Gem Heights, Silver Creek, Sunrise, and Rainier Terrace. These communities comprise nearly about 2,700 acres and account for approximately 22% of the land mass of South Hill.

MIXED COMMERCIAL/RESIDENTIAL DESIGNATIONS

COMMUNITY CENTER

The Community Center (CC) designation has as its focus a significant traffic generator around which develops a concentration of other should be located along a major arterial and accommodate traffic generating uses such as commercial, office, services, and some high-density residential development. The commercial activity is drawn from customer base of more than one neighborhood. CCs are places for the community to gather and converse, places where people live, and places with civic elements. The CC designation includes approximately 4090 acres of land located along Meridian Avenue East just south of the 160th 176th Street East intersection. The CC designation accounts for .7% of the community.

The CC designation is implemented by the Community Center (CC) zone. Residential densities are 8-20 units per acre to encourage residential growth. The CC zone is intended to be oriented to serve the pedestrian, but able to accommodate the automobile.

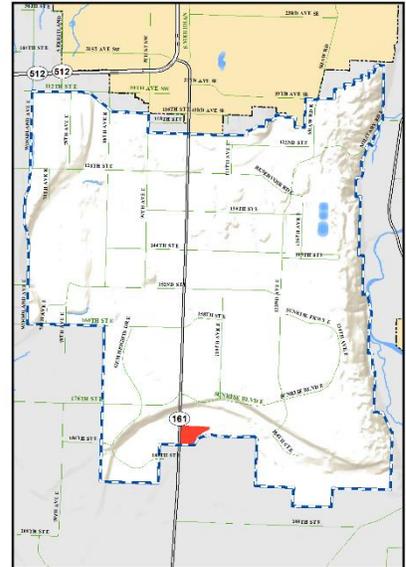


Figure 15 Community Center designated areas

NEIGHBORHOOD CENTER

The Neighborhood Center (NC) designation's role is to provide local residents daily goods or frequently needed services without having to travel to large commercial areas along Meridian Avenue East. NCs are reminiscent of the old corner store with pedestrian orientation and just a store or two. Alcohol, marijuana, and tobacco sales are prohibited and hours of operation are strictly limited in NCs. These restrictions are important to ensure the Neighborhood Centers are compatible with the surrounding residential neighborhoods.

The NC designation is implemented by the Neighborhood Center (NC) and Residential/Office-Civic (ROC) zone classifications. The NC classification allows uses such as day care centers, small grocery stores, doctor or dentist offices, and espresso sales are allowed, while auto-generating uses such as gas stations are not allowed. Residential development is allowed, and mixed use is encouraged. The ROC classification allows residential, office or civic uses. Retail sales are prohibited within this zone. It is intended to allow offices such as doctor, dentist, accountant, real estate, or postal services. Both classifications allow residential densities of 6 to 12 dwelling units per acre.



Figure 16 Neighborhood Center designated areas

PARK AND RECREATION

The Parks and Recreation (PR) designation is intended to identify specific public lands and private parks, campgrounds, historical sites or tourist attractions for park and recreational purposes. Public lands identified for the Park and Recreation designation may include historical sites, tourist attractions, or property improved with park or recreational facilities. Unimproved public lands may be designated Park and Recreation when identified for future regional park uses. The PR designation is implemented by the Parks and Recreation (PR) zone classification.

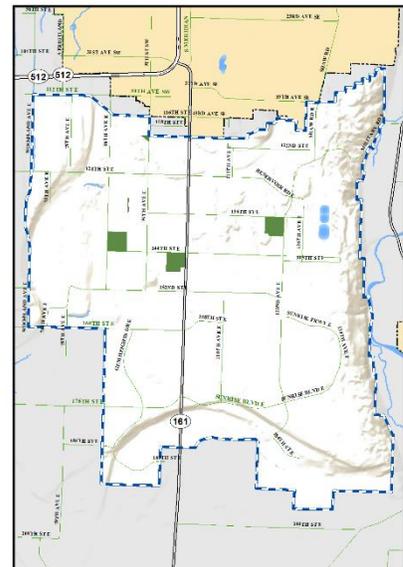


Figure 17 Park and Recreation designated areas

MIXED USE DISTRICT

The Mixed Use District (MUD) designation provides for auto-oriented commercial and land intensive commercial uses along major arterials, state highways, and major transit routes. Commercial activity in MUDs serves a customer base beyond the surrounding neighborhoods or community. The MUD designation is typically located along a roadway used by residents of more than one community

or serving a region. The MUD designation also allows for multifamily residential uses. The MUD designation accounts for approximately 648 acres of land, totaling 5.4% of the community.

EMPLOYMENT CENTER

The Employment Center (EC) designation provides land for industrial, manufacturing, and office jobs. Uses in the EC range from land intensive heavy industrial, (e.g., manufacturing, product assembly, fabrication, and processing, and heavy trucking uses) to light manufacturing, assembly, and wholesale activities, to corporate office and office park development. Commercial uses subordinate to and supportive of employment uses are also permitted. The EC designation is currently located at and surrounding the Pierce County Airport at Thun Field. The EC designation currently totals 963 almost 915 acres of land in South Hill.

The Employment Center designation is implemented through the Employment Center (EC) and Employment Corridor (ECOR) zone classifications. Allowed uses within the EC classification are limited to aviation related and supportive industries. The ECOR classification allows for industrial and office development with a limitation of buildings greater than 100,000 square feet of floor area, with the intention of accommodating uses with high employment density.

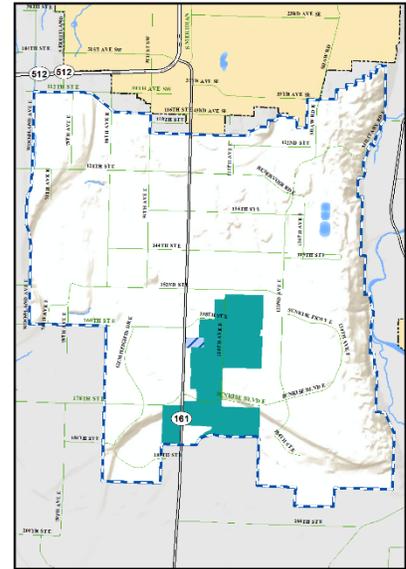


Figure 18 Employment Center designated areas

DESCRIPTION OF DESIRED CONDITIONS

The South Hill Community Plan builds upon the strengths of the community and restates the objectives of the County Comprehensive Plan in accordance with the desires of South Hill citizens, as well as the actual land uses in existence in the community. The community plan does not contradict the Comprehensive Plan, but refines the designations and zones and the allowed uses and implementing regulations in accordance with what is appropriate for the South Hill community.

South Hill will continue to be a residential community in the future, but the infrastructure, amenities, and housing choices will be different than today. Commercial uses will also continue to be located along Meridian Avenue. Rather, the community plan prioritizes reshaping or restructuring Meridian Avenue into several centers that are more inclusive of pedestrians, green space, and a mix of residential uses with commercial components.



The community plan will change the future landscape of South Hill based on the priorities of the local residents. These priorities are detailed below.

The community plan attempts to ensure development is accompanied by appropriate infrastructure such as sidewalks, roads, and bicycle paths. A top priority is connections within neighborhoods, between neighborhoods, and throughout the community. Plan policies and action steps prioritize:

- sidewalk connections from schools to surrounding neighborhoods;
- sidewalk connections extending from one subdivision to another in a continuous fashion;
- sidewalk and bicycle connections from residential areas to commercial areas; and,
- pedestrian and bicycle facilities within commercial centers so the auto is not the only mode of travel.

Parks are also of great importance in the community plan. Residents of South Hill are disgusted at the lack of community and regional parks, and further dismayed at the standard gratuitous tot lot provided in current residential subdivisions. This situation is unacceptable to South Hill citizens. The South Hill plan calls for revisions to the Pierce County Parks and Recreation Plan to include the list of priority parks identified in the Facilities and Services element of the community plan. The implementing regulations revise County regulations in terms of placement and quantity of recreation area within residential subdivisions.

Tree and vegetation retention are also emphasized ensuring the community will provide integration with the natural environment in coming years. Tree retention or replacement would be required for all new developments. Landscaping requirements are also included in the implementing regulations for the plan.

Another major difference between the Comprehensive Plan and the community plan are requirements for design. Since adoption of the Comprehensive Plan, Pierce County has worked with individual communities toward the formulation of community plans. Through this process, it has become apparent that a major concern of all communities is that of design, particularly building design and sign design. Building architecture and the predominance of signs are major concerns within Pierce County communities and thus, have been regulatory features included in every community plan proposed since 1995.

The community plan introduces regulations for South Hill that address architectural design for commercial buildings, sign design, and lighting design. The plan also includes standards for site design for commercial and residential to ensure new development is integrated into the natural environment to the greatest extent possible.

The design standards are intended to improve not only the visual character of the community, but the function of land uses as well. For example, a parking lot that includes marked or striped pedestrian walkways, shade trees, and sidewalk connections to surrounding neighborhoods is more likely to have pedestrian usage than the parking lot that does not include these amenities. These simple measures can change not only the way a land use looks, but the function as well.

Finally, the South Hill Community Plan recognizes that not all housing needs or desires are alike and thus, provides a variety of housing choices. For example, many seniors and single parents like to live on smaller lots with homes fairly close together. This housing meets their needs as it provides a sense of security and doesn't require a lot of yard maintenance. Other families like to live on the homestead, a larger estate type lot where the sense is of a rural nature, although

located within an urban area. The community plan allows for estate, mid-size, small lot, and multifamily residential development while maintaining the dominant pattern of 2-6 dwelling units per acre.

Small neighborhood centers are introduced into several residential neighborhoods. These centers are intended to allow opportunities for local citizens to obtain a few daily goods without having to get into a car and travel to Meridian Avenue. Neighborhood Centers will allow opportunities for children to walk or bike to a store to pick up an ice cream sandwich or candy bar. Alcohol and tobacco sales are prohibited and hours of operation are strictly limited in Neighborhood Centers.

The citizens of South Hill accept the location of their community within the urban growth boundary, but want to ensure livability features are in place as growth occurs. Too often, infrastructure and services have lagged far behind population growth. The South Hill Community Plan strives to provide the features that lend to a more livable community for South Hill.

PROPOSED DESIGNATIONS AND ZONING CLASSIFICATIONS

MODERATE DENSITY SINGLE FAMILY DESIGNATION

The community plan retains the Moderate Density Single Family (MSF) designation as the dominant land use type for South Hill. This designation is the same as the Pierce County designation and allows for single family or two family dwellings. Multifamily housing (three units and above), commercial, and industrial uses are prohibited. Specific densities are based on existing densities, physical constraints, and the availability of urban services such as sewers. The designation allows 2-6 dwelling units per acre.

PROPOSED ZONING

The Moderate Density Single Family plan designation will be implemented by two zoning classifications: Moderate Density Single Family (MSF) and Residential Resource (RR). These zone classifications are provided intended to provide a greater variety of housing choices for South Hill citizens.

The MSF zone that is proposed by the community plan is the same as Pierce County's current MSF zone classification. The primary land use allowed is low to moderate one- and two-family housing and compatible civic uses such as churches or schools. The minimum density for the zone (two dwelling units per acre) and the maximum density for the zone (six units per acre) remains unchanged.

The Residential Resource (RR) zone classification is a new classification for South Hill. It is intended to provide for low density single family residential uses compatible or integrated with areas of unique open space character and/or environmental sensitivity. The zone classification would be the least intensive of Pierce County's urban zones, permitting a density of one to three dwelling units per acre. This zone is located in environmentally constrained areas, open space corridors, and areas containing priority habitat for wildlife.

HIGH-DENSITY SINGLE-FAMILY DESIGNATION

The High Density Single Family (HSF) land use designation incorporates higher density, detached single family development in the South Hill Community Plan area. The minimum and maximum densities reflect an attempt to encourage higher density residential developments off of the Meridian corridor. The implementation of site and architectural design standards is necessary to address the typically unfavorable perception of high density single family development.

PROPOSED ZONING

The High Density Single Family zone classification is a new zone for South Hill. It differs from the HRD and MHR because it does not allow for any multifamily uses, including duplexes. The zone is intended for single family homes that are constructed on small lots. The HSF zone does not allow for attached dwelling units and all entryways must be located at ground level. The HSF zone allows 6 to 12 homes per acre.

HIGH-DENSITY RESIDENTIAL DISTRICT DESIGNATION

The High Density Residential District (HRD) designation will continue to apply within the community; however it will be increased beyond the 30 acres designated today. The HRD is intended to be multifamily and high density single family with very limited commercial uses. All developments within the HRD designation are required to meet the design standards for South Hill.

PROPOSED ZONING

The High Density Residential District plan designation will be implemented by three zone classifications: High Density Residential District (HRD), Moderate High Density Residential (MHR) and High Density Single Family (HSF).

The High Density Residential District (HRD) zone classification provides for multifamily and high-density single family housing along with very limited commercial uses. Allowed densities in the HRD range from 6 to 25 dwelling units per acre accompanied by strict design regulations. The High Density Residential zones are generally located along Meridian Avenue. The zone is located north of 128th Street East along 98th Avenue, at the intersection of 156th Street East and Meridian Avenue, and east of the community of Gem Heights south of the 160th Street intersection. The High Density Residential zones are intended to provide housing opportunities for people who would like to be located close to the commercial centers along Meridian Avenue.

The MHR zone is a new zone classification for South Hill. It differs from Pierce County's HRD zone in that it does not allow for commercial uses, and residential densities are slightly lower. The MHR zone permits moderate and high density single, two, and multifamily housing and compatible civic uses. The residential density range for this zone is six to 20 dwelling units per acre. Areas zoned MHR are located primarily where multifamily uses currently exist such as along 122nd Street East and east of Meridian on 128th Street East. The Sunrise and Silver Creek

developments are planning to construct multifamily uses. These areas are recognized through the community plan by the MHR zone.

COMMUNITY CENTER DESIGNATION

The Community Center land use designation will continue to apply within the community plan area. The primary role of Community Centers is to provide retail and service opportunities that residents are likely to access on a weekly or frequent basis such as grocery stores, restaurants, or banks. Community Centers serve a market greater than a neighborhood, but not greater than the South Hill community. Site design and building orientation should safely accommodate pedestrians and will incorporate interaction with surrounding residential neighborhoods. Community Centers are intended to be both pedestrian and auto accessible where the pedestrian is clearly comfortable in the center, but the automobile also has a presence.

Though the focus of a Community Center is commercial activity, these centers are designed to be places for the community to gather and converse, places where people live, and a place with civic elements. One Community Center is designated along Meridian Avenue East from 120th Street East to approximately 164th Street East. Three Community Centers are located along 176th Street East within the planned developments of Gem Heights, Silver Creek, and Sunrise. These Community Centers are reflected on the map for the South Hill community. All uses within Community Center designations are subject to the design standards for South Hill.



PROPOSED ZONING



The Community Center plan designation will continue to be implemented by the Community Center (CC) zone classification and a new zone classification entitled Urban Village.

The CC zone is nearly identical to Pierce County's current CC zone classification. Residential densities are slightly lower (8-20 units per acre) to encourage more residential growth within the Urban Village. The uses permitted in the zone are generally the same, with a few minor modifications such as no

longer allowing bulk fuel dealers within the zone. The CC zone is intended to be oriented to serve the pedestrian, but able to accommodate the automobile.

The Urban Village zone is new to both South Hill and Pierce County. The purpose of the Urban Village is to provide an opportunity for South Hill to have a focal point or central place of the community. The Urban Village is intended to be a vibrant place where citizens gather, work,

live, or shop. It is to offer a well-designed mix of living, shopping, office, and leisure activities. Businesses within the Urban Village are to be pedestrian dependent. Design standards for the Urban Village require residential uses to be mixed with commercial uses and require businesses to be connected via plazas and open air walkways. Density within the Urban Village is based on the amount of commercial area provided.

NEIGHBORHOOD CENTER DESIGNATION

The primary role of the Neighborhood Center is to provide local residents daily goods or frequently needed services without having to travel to large commercial areas on Meridian Avenue. Neighborhood Centers are reminiscent of the old corner store with pedestrian orientation and just a store or two. The Neighborhood Center zone classification is a concentrated mix of small-scale retail and service commercial and offices that serve the daily needs of residents within the immediate neighborhood.



Within South Hill, Neighborhood Centers are restricted to certain uses and hours of operation. The design standards and regulations for Neighborhood Centers are some of the most stringent within the community. These restrictions are important to ensure the Neighborhood Centers are compatible with the surrounding residential homes.

Residential development at various densities may occur within the center if appropriate to the individual neighborhood. Within South Hill, there are six Neighborhood Centers: 1) intersection of 128th and 86th Avenue; 2) intersection of 144th and 86th Avenue; 3) intersection of 160th and 86th Avenue; 4) 160th Avenue East slightly east of 92nd Avenue; 5) 122nd Avenue just south of 149th Street; and, 6) intersection of 122nd Street and Shaw Road.

PROPOSED ZONING

The Neighborhood Center (NC) designation will be implemented by two zone classifications: Neighborhood Center (NC) and Residential/Office Civic (ROC). All of the proposed Neighborhood Centers are implemented by the NC zone classification with the exception of the center at 122nd Street and Shaw Road. The ROC zone will implement the NC designation in this neighborhood.

The uses permitted in the NC zone classifications are oriented to small-scale retail sales or services. Uses such as day care centers, small grocery stores, doctor or dentist offices, and espresso sales would be allowed within the zone. Gas stations are not allowed.

The ROC zone permits only residential, office or civic uses. Retail sales are prohibited within this zone. It is intended to allow offices such as doctor, dentist, accountant, real estate, or postal services.

MIXED USE DISTRICT DESIGNATION

The primary role of the Mixed Use Districts (MUDs) is to serve auto-oriented commercial activities. Mixed Use Districts have a loosely defined sense of place, are auto-oriented, and are generally moderate to high intensity of uses. Mixed Use Districts are areas of mixed commercial retail, service, office uses where single trip, auto-oriented and auto-dependent businesses dominate. Mixed Use Districts are characterized by individual businesses on separate lots with separate access and parking lots. Commercial activity in Mixed Use Districts caters to a customer base beyond the surrounding neighborhoods or community due to its placement on a roadway used by residents of more than one community. Auto-oriented commercial and land intensive commercial with a low number of employees per acre is the primary use within Mixed Use Districts.

PROPOSED ZONING

The Mixed Use District plan designation will continue to be implemented by the Mixed Use District (MUD) zone classification, however, residential uses will not be allowed within the zone. The MUD has the least restrictive design requirements although it must provide for substantial landscaping. The MUD zone is located along the intersection of 176th and Meridian and is reflective of current land uses. Most of the commercial businesses within the MUD zone located at Meridian and 176th Street East are relatively new, and therefore not likely to redevelop within the next 20 years.

EMPLOYMENT CENTER DESIGNATION

The Employment Center designation is the same as within the Pierce County Comprehensive Plan, although the allowed uses are restricted to recognize the need for compatibility with the Pierce County airport. The Employment Center (EC) designation provides land for appropriate Civic, Utility, Office, Resource, commercial and industrial uses. Commercial uses subordinate to and supportive of employment uses are also permitted. The EC designation is currently located at and surrounding the Pierce County Airport at Thun Field.

PROPOSED ZONING

The Employment Center designation is implemented through the Employment Center and Employment Service zones. Allowed uses within the zones are restricted to: aviation related manufacturing, commercial, civic, utility, and industrial services and sales.

The following tables and maps illustrate the changes in land use designations and zone classifications contained within the community plan.

Table J-4: Proposed Land Use Designations

Land-Use Designation	Acreage	Percent of Plan Area
Moderate Density Single Family (MSF)	6,889	56.8
High Density Single Family (HSF)	662	5.5
High Density Residential District (HRD)	99	.8

Land-Use Designation	Acreage	Percent of Plan Area
Community Center (CC)	764	6.3
Mixed-Use District (MUD)	94	.7
Employment Center (EC)	911	7.5
Neighborhood Center (NC)	22	.2
Master Planned Community (MPC)	2,688	22.2
TOTAL	12,129	100

*Differences in total acreage between Tables J-1 and Table J-3 are due to the base of information used for calculations.

Table J-5: Proposed Zone Classifications

Zone Classification	Proposed Acreage
Moderate Density Single Family	6,530
Employment Center	911
Mixed-Use District	94
Community Center	667
High Density Residential District	56
Residential Resource	2,481
High Density Single Family	676
Moderate-High Density Residential	454
Neighborhood Center	10
Residential, Office, Civic	12
Urban Village	238

ACTIVITY CENTER DESIGNATION

The Activity Center is intended to function as a primary civic center within the community and will generally have a unique recreational, cultural, or community amenity as its focal point. The Activity Center also serves as the transitional area between this amenity and adjacent commercial and residential areas. Within the Activity Center, a broad range of commercial, civic, and residential uses will be allowed and incentives will be offered to projects that provide a mix of these uses within individual buildings. Encouraging this mix of uses will help to promote and support the level of civic and recreational activity desired in the Activity Center. Within the South Hill Community Plan area, there is currently one geographic area that has been identified as an ideal location for an Activity Center. This 71-acre area is located at the crossroads of 144th Street East and Meridian Avenue East and includes the Amphitheater at South Hill and adjacent commercial areas.

The Activity Center (AC) plan designation will be implemented by the Activity Center zone classification. This zone has civic uses as its primary focus but also permits a wide range of commercial uses and residential uses.

LAND USE POLICIES

GOALS

- We envision a predominantly residential community that incorporates environmentally sensitive areas, high traffic corridors, and desired open space.
- We see the core of the urban residential environment as moderate density single-family housing.
- While high density multifamily housing acts as a buffer along major traffic corridors, low density housing mitigates development impacts to the natural ecosystem in environmentally sensitive areas.
- The predominant South Hill commercial area will adjoin the Meridian Avenue East corridor, with secondary commercial areas located in separated districts along other major traffic corridors.
- The Thun Field area will emerge as the home to a diverse group of industries and businesses that provide products and services related to healthcare, professional services, education, aviation, light manufacturing, and high technology.
- The land use plan will promote a mostly suburban, single family pattern with the goal to locate most future growth along the Meridian Avenue East corridor within two compact, high density, transit-oriented centers and the high density commercial corridor.

GENERAL

- GOAL SH LU-1** Establish land use patterns that integrate the natural environment and provide compatibility among different uses.
- SH LU-1.1** Uses should embrace a livable community of residential, commercial, and civic uses situated among trees and green space, supplemented by design features that lend to a greater sense of community, and connected by a fully linked system of roads and nonmotorized pathways.
- SH LU-1.2** Stay the course articulated in the community plan; this includes elected officials, community leaders, citizens, and County employees.
- SH LU-1.3** The Urban Growth Area (UGA) boundary should remain as currently located to result in redevelopment and improvements to achieve the specified goals.

- ~~SH LU-1.3.1~~ — ~~Pierce County should not expand the Urban Growth Area south of the plan area to encourage the redevelopment of existing properties.~~
- SH LU-1.4 Allow time for change to occur by recognizing that the community plan influences land use patterns for 20 years and beyond.
 - SH LU-1.4.1 The future land use pattern for the South Hill community ~~shall~~ **should** reflect long-range community desires and economic goals. Short-term benefits shall not preclude the realization of long-range goals.
 - ~~SH LU-1.4.2~~ — ~~Parcels should not be rezoned within the first two years of plan adoption to allow appropriate time for the market to adjust.~~
- SH LU-1.5 Recognize that the ~~adoption~~ **implementation** of the plan will result in ~~the creation of~~ nonconforming uses. Over time, the gradual redevelopment of nonconforming uses will aid in achieving community-wide goals.
- GOAL SH LU-2 Reverse the existing pattern of residential and commercial sprawl. This should be accomplished by:
 - SH LU-2.1 Focusing future growth within the Centers and Corridors along Meridian Avenue East.
 - SH LU-2.2 Providing for a variety of housing types and densities throughout residential zones;
 - SH LU-2.3 Allowing small-scale neighborhood commercial centers interspersed among residential areas; and,
 - SH LU-2.4 Reshaping commercial activities along Meridian Avenue East ~~through~~ **by** providing appropriate land use designations and design standards that support compact, **high density centers and connecting transit-oriented corridors.**
- GOAL SH LU-3 The pattern of residential development should reflect the community's desire to preserve environmentally sensitive areas and open space corridors.
 - SH LU-3.1 Higher densities should be allowed ~~only outside of areas with environmental constraints~~ **where mitigation is provided.**
 - SH LU-3.2 Provide a range of higher densities in designated Centers and Corridors.
- GOAL SH LU-4 Intersperse small-scale neighborhood centers throughout the community residential areas.
 - SH LU-4.1 The purpose of the ~~Neighborhood Centers~~ **Neighborhood Centers** is to provide citizens the opportunity for frequent/daily shopping or service activities without having to drive to Meridian Avenue ~~East~~.
- GOAL SH LU-5 Reshape commercial activities along Meridian Avenue ~~East to stop the continuous strip pattern~~ **to focus on pedestrian-oriented commercial in Centers and auto-oriented commercial in the Corridors.**
 - ~~SH LU-5.1~~ — ~~Commercial districts of similar activities shall be designated along portions of Meridian Avenue.~~

- SH LU-5.2** The uses and intensity of ~~commercial districts~~ development in the Centers and Corridors along Meridian Avenue East should serve both regional and community needs.
- SH LU-5.3** Residential districts may be integrated along Meridian Avenue East ~~to separate commercial districts~~ to provide a mix of uses and transit supportive densities. New developments will front on Meridian Avenue East and create a pedestrian-oriented streetscape to enhance the corridor.
- ~~**SH LU-5.4** Designate underdeveloped and vacant parcels along Meridian Avenue for non-commercial uses to break up the existing continuous commercial corridor.~~
- GOAL SH LU-6** Utilize innovative techniques and strategies to achieve the desired land use patterns and supporting infrastructure.
 - SH LU-6.1** Regulatory requirements should provide incentives for redevelopment and infill opportunities.
 - SH LU-6.2** Provide incentives for redeveloping nonconforming uses and structures.
 - SH LU-6.2.1** Provide alternative development opportunities for landowners along Meridian Avenue East.
 - SH LU-6.2.2** Minimize the creation of nonconforming businesses along Meridian Avenue East.
 - SH LU-6.3** Ensure zoning regulations that provide flexibility in the development of individual parcels without undermining the community's desired land use pattern.
 - SH LU-6.3.1** Adopt incentive-based density and intensity regulations that provide a menu of choices.
 - SH LU-6.3.2** Consider new zoning approaches such as form-based code, to allow for greater flexibility in use but greater certainty for design.
- GOAL SH LU-7** Provide strict guidance for rezones to ensure community plan goals and objectives are properly implemented.
 - SH LU-7.1** The proposed zone must be an allowed zone under the existing land use designation.
 - ~~**SH LU-7.1.1** Rezones cannot be used to enlarge the land area of a center or alter the boundaries of the center.~~
 - SH LU-7.1.2** Changes in land use designation are not permitted through rezones.
 - SH LU-7.1.3** Ensure commercial rezone applications are consistent with the intent, goals, objectives, and standards as set forth in the South Hill Community Plan.
 - SH LU-7.1.4** Commercial rezones shall be applied only within designated urban centers and districts.
 - SH LU-7.1.5** Commercial rezones may be allowed when the following criteria are met:

SH LU-7.1.5.1 A Planned Development District (PDD) shall accompany all rezone applications;

~~**SH LU-7.1.5.2** An analysis of market vacancy has demonstrated there is a need for the commercial use type within the South Hill Community Plan area. The analysis must consider the availability of vacant commercial buildings for the same type of use and shall demonstrate why the rezone is necessary. The analysis shall not be an analysis of market potential; and~~

SH LU-7.1.5.3 The Examiner shall provide written findings that the proposed zone and PDD implement the goals, objectives, and standards of the designation better than the existing zone.

SH LU-7.2 Ensure residential rezone applications are consistent with the intent, goals, objectives, and standards as set forth in the South Hill Community Plan.

SH LU-7.2.1 Residential rezones may be allowed if it is demonstrated that more than 5 years have passed since the last change in zoning and the following criteria are met:

SH LU-7.2.1.1 If the request is to up-zone from Residential Resource, it must be demonstrated that the environmental constraints qualifying the property for such classification no longer exist on the site, can be mitigated or protected under existing regulations, or that the development will be designed in a manner that provides protection of the environmentally constrained area and provides designated areas of wildlife habitat and open space;

~~**SH LU-7.2.1.2** An analysis of market vacancy has demonstrated that there is a need for higher density within the South Hill Community Plan area. The analysis must consider the availability of buildings for the same type of use and shall demonstrate why the rezone is necessary. The analysis shall not be an analysis of market potential;~~

SH LU-7.2.1.3 Compatibility with surrounding uses shall be maintained; and,

SH LU-7.2.1.4 For any rezone request to allow higher densities, connection to sewers shall be required.

GOAL SH LU-8 Pierce County shall ensure the South Hill Community Plan is monitored to provide feedback and identify appropriate and necessary revisions.

SH LU-8.1 Detail a monitoring process or plan that will be an effective tool.

SH LU-8.1.1 At the five-year review of the community plan, development data should be reviewed to measure the success toward realizing the community's goals, including housing affordability, as required under the Comprehensive Plan.

SH LU-8.1.2 Evaluate and record the effectiveness of development regulations and incentives, including their effectiveness in preserving affordable housing in the community plan area as required by the Comprehensive Plan.

- SH LU-8.1.3** Identify achievable implementation measures or actions if desired results are not realized.
- SH LU-8.2** Pierce County shall work closely with the South Hill Advisory Commission to implement and monitor the community plan.
 - SH LU-8.2.1** Each year, the South Hill Advisory Commission, with the assistance of Pierce County, shall develop a work program aimed at accomplishing the short, mid, and long-term goals of the South Hill Community Plan.
 - SH LU-8.2.2** Planning and ~~Land Services~~ **Public Works** shall provide year end reports to the advisory commission summarizing the accomplishments and making recommendations for the upcoming year.
- GOAL SH LU-9** Ensure compatibility between adjacent land uses.
 - SH LU-9.1** Ensure the incentive-based, flexible regulations contain the necessary requirements to allow for higher density development. Higher density development shall not occur when infrastructure is inadequate and amenities are absent.
 - SH LU-9.2** Higher densities located next to lower densities are considered compatible when appropriate infrastructure such as safe roads, vegetation, stormwater, bike, and pedestrian connections are provided. For increased compatibility, include design features that soften the intensity difference and provide reasonable light while not glaring onto adjacent properties.
 - SH LU-9.3** Designate land uses adjacent to the Pierce County Airport/Thun Field that are compatible with aviation activity and complement the South Hill Community Plan goals.
 - SH LU-9.3.1** Develop criteria, standards, and compatible land use designations that will protect the South Hill community and aviation users by adopting implementing regulations consistent with the WSDOT Aviation Division guidelines, *Airports and Compatible Land Use, Volume 1*.

RESIDENTIAL

- GOAL SH LU-10** Implement distinct zoning districts for a variety of residential choices including estate, mid-size, small lot, multifamily, senior housing, and mixed use development.
 - SH LU-10.1** Building footprints should correspond to the approximate size of the residential lot:
 - SH LU-10.1.1** Estate (large lot, large home);
 - SH LU-10.1.2** Mid-size (yard/home proportionate); and
 - SH LU-10.1.3** Small lot (small lot, smaller home).

- SH LU-10.2** Low residential densities should be located in the vicinity of environmentally constrained lands such as wetlands, floodplains, slopes, groundwater recharge areas, and priority wildlife habitat.
- SH LU-10.3** Moderate density residential development should be allowed in established areas that do not have potential for redevelopment within the next 20 years.
- SH LU-10.4** Higher density residential development should be located within and around the **Urban Village Centers** to promote the pedestrian activities and provide activity and safety at night.
- SH LU-10.5** Higher density residential development should be located in areas that have potential for redevelopment.
 - SH LU-10.5.1** High density and small-lot development provide opportunities for affordable housing, starter homes for young families, and downsizing opportunities for seniors.
 - SH LU-10.5.2** For small house designs used for affordable housing, it is preferred to use cottage designs, not micro-housing.
- SH LU-10.6** High density residential should be located throughout existing residential neighborhoods where infrastructure is available or can be improved by construction of the at a higher density.
- SH LU-10.7** Provide on-site density credits for the Residential Resource zone.
- GOAL SH LU-11** Recognize that areas zoned for both commercial and residential uses typically develop as all commercial uses. Remedy this situation by ensuring opportunities for both high density housing and true mixed use.
 - SH LU-11.1** ~~Establish~~ **Implement** a zone that allows for high density housing that does not include commercial development.
 - SH LU-11.2** Ensure opportunities for a true mix of uses that contain both commercial and residential components.
 - SH LU-11.2.1** Require residential uses in certain mixed use zones to ensure both residential and commercial development occur.
- GOAL SH LU-12** Allow non-residential uses within residential areas.
 - SH LU-12.1** Limited non-residential uses such as churches, schools, and daycares should be allowed within residential areas.
 - SH LU-12.2** Non-residential activity should be scaled and sized appropriately to ensure compatibility within the neighborhood.

COMMERCIAL TOWNE CENTERS

- GOAL SH LU-13** Designate two Towne Centers in the South Hill Community Plan area.

SH LU-13.1 In the area of the intersection south of 128th Street East to 136th Street East along Meridian Avenue East to include the Longston Center, the Safeway shopping center, and surrounding area.

SH LU-13.2 Between 152nd Street East and 160th Street East along Meridian Avenue East to include the Sunrise Village shopping center and surrounding area.

GOAL SH LU-14 Create Designate separate and distinct commercial Centers along Meridian Avenue East through zoning and design standards. Establish Centers for specific purposes, designed in appropriate scale and intensity for the identified function and purpose.

SH LU-14.1 Create separate and distinct districts Centers along Meridian Avenue providing that provide the highest quality private and public sector developments that connect to adjacent neighborhoods, preserve pockets of natural areas, and move through traffic safely and efficiently.

~~**SH LU-14.2** Reshape the existing commercial corridor along Meridian Avenue into separated commercial nodes distinguishable through activities, architecture, and site design and are based on the surrounding neighborhood and development potential.~~

~~**SH LU-14.3** Limit the size and configuration of commercial areas to direct land uses to desired locations at intended intensities.~~

~~**SH LU-14.4** Designate portions of Meridian Avenue to break up the continuous commercial development and encourage a greater variety of uses.~~

SH LU-14.4.1 Encourage mixed use projects that provide an attractive, convenient, and stylish setting for residents and a captive market for retailers.

SH LU-14.4.2 Encourage opportunities for small-scale retail.

SH LU-14.4.3 Allow warehouse retail shopping centers, also known as big-box retailers, in specified districts in the Towne Centers, when design criteria is met.

SH LU-14.4.4 Expand the allowable uses within the Centers and Corridors and other commercial zones.

SH LU-14.4.5 Uses that are inconsistent with the intent of Centers shall not be allowed. These include industrial uses, and automobile repair services.

SH LU-14.5 Ensure civic, recreational, residential, office uses, and open space uses are mixed in with commercial development.

SH LU-14.5.1 Arrange the diverse land uses in ways that encourage walking and discourage driving for short trips and errands.

~~**SH LU-14.5.2** Rezone designated areas in mature strips~~ Designate Centers and Corridors for urban mixed use projects and higher density housing.

SH LU-14.5.3 Integrate high density residential and commercial to create a more active street level with greater pedestrian use and shopping activity.

SH LU-14.5.4 Link the ~~higher density development districts~~ Centers to surrounding Corridors with high capacity transit.

~~SH LU 14.6~~ Identify districts, and designate and zone accordingly to encourage development.

~~GOAL SH LU 15~~ Aggressively seek nuisance abatement to eliminate problems that inhibit achieving the goals of the districts and the community.

~~SH LU 15.1~~ Dilapidated or abandoned buildings and illegal land uses shall be corrected or eliminated.

~~SH LU 15.2~~ The County shall inventory these properties and develop a program to eliminate or correct them.

~~GOAL SH LU 16~~ Establish a variety of commercial districts that serve specific purposes. The scale and intensity of activities should be in conformance with the purpose of the commercial node.

GOAL SH LU-17 The Towne Centers (TCTR) shall contain design standards that promote small-scale storefronts, taller buildings, plazas, pedestrian access, and landscaping.

SH LU-17.1 The TCTR should serve as a focal point of commercial and civic activities for the South Hill community.

SH LU-17.2 Permitted uses should include civic, residential, and pedestrian-scaled retail activities.

SH LU-17.3 A residential component such as lofts, senior housing, and apartments above retail storefronts shall be included in TCTR.

SH LU-17.4 Support business uses and regulatory measures that allow personal services, small-scale retail, and sit-down eating and drinking establishments.

SH LU-17.5 All new commercial developments in the TCTR must have residential uses as a component of the project.

SH LU-17.5.1 Densities of projects within the TCTR are unlimited subject to the height restriction of the zone.

GOAL SH LU-18 Commit to appropriate steps ensuring that the TCTRs will become a viable reality.

SH LU-18.1 Focus public and private investments toward TCTRs.

SH LU-18.2 Transit service and mobility improvements that serve the TCTRs should be given priority.

SH LU-18.3 Encourage public/private partnerships to create the viability of the TCTRs.

SH LU-18.4 South Hill's development regulations should contain deadlines for processing permits and administrative appeal processes to avoid lengthy delays.

SH LU-18.5 Pierce County should periodically review development within the TCTR zone and identify barriers to efficient permitting.

SH LU-18.5.1 To encourage compact development within the TCTRs, Pierce County shall maintain information on available and underutilized parcels in coordination with Pierce County’s Buildable Lands program.

CORRIDORS

GOAL SH LU-19 Designate an area for regional commercial uses the Urban Corridor (UCOR) on Meridian Avenue East as an area for regional commercial uses and high density residential.

SH LU-19.1 The purpose of the regional commercial district UCOR is to provide opportunities for large, auto-oriented businesses.

SH LU-19.2 The type of commercial uses in the regional commercial district UCOR should serve a regional market, i.e., a market greater than South Hill residents and businesses.

SH LU-19.3 The permitted commercial activities may include land consumptive (e.g., modular home sales) and auto-dependent businesses (e.g., warehouse grocery or building materials and supplies).

SH LU-19.4 The size of the individual commercial buildings should be unlimited.

SH LU-19.5 High density Residential uses are incompatible with regional commercial uses the and should not be allowed to support growth in the Corridor where infrastructure and transit can serve the community.

SH LU-19.5.1 Mixed Use is encouraged with commercial on the ground floor and multi-story high density residential above.

SH LU-19.5.2 Density shall be limited only by the height limitations of the UCOR with a minimum density of 12 units per acre.

SH LU-19.6 Regional commercial uses that generate traffic and draw from a market that includes more than the South Hill community should be located at regional crossroads, e.g., Meridian Avenue and 176th Street East, to deter regional traffic through the community.

SH LU-19.7 Regional commercial uses include stores and activities that require the use of an automobile such as a warehouse grocery, carpet, or furniture store. Regional commercial uses shall have design standards that lessen the impacts of noise, light, and glare.

SH LU-19.8 Regional commercial uses are identified as auto-dependent but should incorporate pedestrian safety elements.

SH LU-19.9 Regional commercial uses should be identified with the Mixed Use District (MUD) UCOR designation.

GOAL SH LU-20 Neighborhood Corridors (NCOR) shall be characterized by the following:

- SH LU-20.1** Limited areas located within ¼ mile walkable area along the Centers and Corridors arterials and state highways characterized by predominately residential or civic uses.
- SH LU-20.2** Located between UCOR, ECOR, or TCTR zoned areas and single-family residential neighborhoods.
- SH LU-20.3** Provide transition from intense development along Meridian Avenue East to single-family neighborhoods outside the Center or Corridor.
- SH LU-20.4** Provide connectivity between development and transit corridors.
 - SH LU-20.4.1** Internal roads should have pedestrian and bicycle paths and outlet to the external road network.
 - SH LU-20.4.2** New developments should act as a continuance of and not separate from, existing developments.
 - SH LU-20.4.3** Non-residential uses are allowed at a neighborhood scale and integrating design concepts with surrounding residential design.

GOAL SH LU-21 — ~~Designate two or three areas for community commercial uses.~~

- ~~**SH LU-21.1** — The purpose of the community centers is to provide retail and service opportunities that residents are likely to access on a weekly or frequent basis such as grocery stores, restaurants, or banks.~~
- ~~**SH LU-21.2** — Community commercial centers should serve a market not greater than South Hill residents and businesses.~~
- ~~**SH LU-21.3** — The permitted commercial activities should not include land consumptive or auto-dependent activities.~~
- ~~**SH LU-21.4** — The area of individual tenant space within commercial buildings shall be limited.~~
- ~~**SH LU-21.5** — Building mass and orientation should be pedestrian scaled.~~
- ~~**SH LU-21.6** — Site design and building orientation shall safely accommodate pedestrians and should incorporate interaction with surrounding residential neighborhoods.~~
- ~~**SH LU-21.7** — Each community commercial area shall be a compact node and not allowed to sprawl along Meridian Avenue in a continuous commercial strip.~~
- ~~**SH LU-21.8** — Community commercial uses should be identified with the Community Center (CC) designation.~~
- ~~**SH LU-21.9** — Community commercial uses draw from a variety of South Hill neighborhoods as the market.~~
- ~~**SH LU-21.10** — Community commercial uses should be dispersed in distinct nodes along Meridian Avenue for easy access from many neighborhoods of South Hill.~~

~~SH LU-21.11 Community commercial uses include stores and activities to which patrons can walk, drive, or take transit. Uses such as grocery stores, theaters, and large-scale clothing stores would be located in community commercial areas.~~

~~SH LU-21.12 Community commercial uses are identified as pedestrian-oriented and auto-accommodating.~~

~~SH LU-21.13 Community commercial centers shall contain design standards that emphasize pedestrians and pedestrian connections throughout the shopping district.~~

NEIGHBORHOOD CENTER

GOAL SH LU-22 Designate a few nodes for neighborhood center uses.

SH LU-22.1 Neighborhood commercial centers shall be designated Neighborhood Center (NC) and zoned, dependent upon allowed uses, implemented by either Neighborhood Center (NC) or Residential/Office-Civic (ROC) zones.

SH LU-22.2 Permitted commercial uses should include small-scale retail and/or personal services that meet frequent or daily needs of residents living in the immediate neighborhoods.

SH LU-22.2.1 Uses such as dry cleaning and alterations, grocery stores, bakeries or coffee sales, accountants, or veterinarians are examples of acceptable types of uses for the Neighborhood Center NC designation.

SH LU-22.2.2 Banking services with or without drive-through facilities are allowed in the Neighborhood Center NC designation.

SH LU-22.2.3 Gas stations or gas stations with convenience stores and fast-food or drive-through restaurants are not acceptable types in the Neighborhood Center NC designation and shall not be allowed.

SH LU-22.2.4 Espresso stands, with or without drive-through facilities shall be allowed in the Residential Office/Civic ROC zone classification.

SH LU-22.3 The Neighborhood Centers NCs shall accommodate only uses that are scaled and sized appropriately to ensure coherence with the neighborhood.

SH LU-22.4 Retail operations in Neighborhood Centers NCs shall be required to receive a conditional use permit to ensure consistency with community plan goals, policies, and design standards.

SH LU-22.5 Neighborhood Centers NCs should serve primarily the local neighborhood.

SH LU-22.5.1 Hours of operation shall be strictly limited and shall not occur before 5:00 a.m. or after 10:00 p.m.

- SH LU-22.5.2 Although 24-hour uses may offer convenience to adjacent neighborhoods, 24-hour uses such as gas stations with convenience stores and drive-through restaurants are inconsistent with the objective requiring Neighborhood Centers NCs to be compatible with adjacent single-family residential areas.
- SH LU-22.6 Sales of marijuana, alcohol, or tobacco products and adult businesses shall be prohibited in Neighborhood Centers NCs.
- SH LU-22.7 Activities that generate excessive noise shall not be allowed within Neighborhood Centers NCs.
- SH LU-22.8 Building size and area of individual tenant space shall be limited.
- SH LU-22.9 Spatially distribute Neighborhood Centers NCs throughout South Hill in a manner that will maintain the scale of the neighborhood and not challenge the economic hierarchy and thus, the financial success of existing commercial areas.
- SH LU-22.10 Neighborhood Centers NCs should be dispersed throughout the community to serve a majority of neighborhoods.
- SH LU-22.11 Neighborhood Center NC activities shall be low intensity and connected to the surrounding neighborhoods with a series of sidewalks and bicycle paths.
- SH LU-22.12 Local residents should determine the location and configuration of Neighborhood Centers NCs.
- SH LU-22.13 Neighborhood Centers NCs should be located where neighborhood commercial currently exists and new locations should be designated to serve more neighborhoods.

~~GOAL SH LU-23 Designate a central place that is the focal point of commercial activity for the community.~~

- ~~SH LU-23.1 Designate and zone an area that can be identified as a central place Center in South Hill. This area is envisioned to contain a variety of people-oriented shopping and leisure activities without the dependence or interference of the automobile.~~
- ~~SH LU-23.2 The central place shall be designated Community Center and zoned Urban Village.~~
- ~~SH LU-23.3 The Urban Village shall contain design standards that promote small-scale storefronts, taller buildings, plazas, pedestrian access, and landscaping.~~
- ~~SH LU-23.4 The Urban Village should serve as a focal point of commercial and civic activities for the South Hill community.~~
- ~~SH LU-23.5 Permitted uses should include civic, residential, and pedestrian scaled retail activities.~~
- ~~SH LU-23.6 A residential component such as lofts, senior housing, and apartments above retail storefronts shall be included in Urban Village.~~
- ~~SH LU-23.7 Support business uses and regulatory measures that allow personal services, small-scale retail, and sit-down eating and drinking establishments.~~

~~SH LU 23.8~~ — All new commercial developments in the Urban Village must have residential uses as a component of the project.

~~SH LU 23.8.1~~ — Densities of projects within the Urban Village may exceed 25 units per acre when the project provides a mix of commercial and residential uses.

~~GOAL SH LU 24~~ — Designate an Activity Center within South Hill.

~~SH LU 24.1~~ — Designate and zone an Activity Center to provide a civic focal area for the community oriented around a unique recreational, cultural, or community amenity.

~~SH LU 24.2~~ — Activity Centers shall permit a broad range of commercial, civic, and office uses. Examples of such uses include professional offices, retail sales, retail and/or personal services, restaurants, grocery stores, bakeries or coffee sales, farmers markets, and churches.

~~SH LU 24.2.1~~ — Residential uses shall be limited to multifamily and attached single family uses. Heavy industrial uses shall not be allowed.

~~SH LU 24.3~~ — Mixed use buildings shall be encouraged to locate within Activity Centers through the use of incentives. Examples of acceptable incentives include density bonuses, reductions in requirements for native vegetation and impervious surfaces, and similar measures.

~~SH LU 24.4~~ — Activity Centers shall be subject to design standards that emphasize pedestrians and pedestrian connections throughout the center, foster high quality architectural design, and promote quality site layout and planning.

~~GOAL SH LU 25~~ — Commit to appropriate steps ensuring that South Hill Urban Village will become a viable reality.

~~SH LU 25.1~~ — Focus public and private investments toward South Hill Urban Village

~~SH LU 25.2~~ — Transit service and mobility improvements that serve the Urban Village should be given priority.

~~SH LU 25.3~~ — Encourage public/private partnerships to create the viability of the Urban Village.

~~SH LU 25.4~~ — South Hill's development regulations should contain deadlines for processing permits and administrative appeal processes to avoid lengthy delays.

~~SH LU 25.5~~ — Pierce County should periodically review development within the Urban Village zone and identify barriers to efficient permitting.

~~SH LU 25.5.1~~ — To encourage compact development within South Hill Urban Village, Pierce County shall maintain information on available and underutilized parcels in coordination with Pierce County's Buildable Lands program.

INDUSTRIAL EMPLOYMENT CENTER

- GOAL SH LU-26** Provide for small-scale manufacturing and aviation-related industries in the area of Thun Field while ensuring public safety.
- SH LU-26.1** Provide some industrial lands to facilitate small-scale light manufacturing and aviation-related industries.
 - SH LU-26.2** The industrial area should be limited to the Pierce County airport and some adjacent properties.
 - SH LU-26.3** Industrial activities shall not impact the safety of airport operations.
 - SH LU-26.4** Industrial lands should be designated as Employment Center (EC) and implemented by the Employment Center (EC), Employment Services (ES) and Employment Corridor (ECOR) zones.
- GOAL SH LU-27** Allow for commercial retail and service uses within the Employment Center EC.
- SH LU-27.1** Allow smaller parcels along Sunrise Boulevard between Meridian Avenue East and 110th Avenue East to be zoned Employment Services ES.
 - SH LU-27.1.1** Parcels rezoned to the Employment Services ES zone classification should not be greater than 4 acres in size.
 - SH LU-27.1.2** Rezones may only be allowed when the following criteria are met:
 - SH LU-27.1.2.1** A PDD shall accompany all rezone applications; and,
 - SH LU-27.1.2.2** The proposed uses are compatible with airport operations associated with Thun Field.
 - SH LU-27.2** Limit the range of allowed uses within the Employment Services ES zone classification.
 - SH LU-27.2.1** The range of retail and service uses should complement industrial activity and meet the daily needs of employees and local residents.
 - SH LU-27.2.2** Residential uses shall be prohibited within the Employment Service ES zone.
 - SH LU-27.2.3** The type of retail and commercial services allowed should serve a market not greater than South Hill residents and businesses.
- GOAL SH LU-28** Residential and commercial development shall not impact airport operations or the safety of citizens.
- SH LU-28.1** Land uses around the airport should not concentrate people or buildings in the airport's safety zones or under the flight path for take-offs and landings at Thun Field.
 - SH LU-28.2** Expand the Pierce County Airport Area of Influence to reflect safety zones 1-6 as depicted in "Airports & Compatible Land Use, Volume 1," WSDOT, Aviation Division, Revised February 1999.

- SH LU-28.3** Any buildings and structures that would penetrate the imaginary airspace surfaces for the Pierce County Airport (Thun Field) as defined in Title 14 CFR (Code of Federal Regulations), FAR (Federal Aviation Regulations) Part 77 "Objects Affecting Navigable Airspace" shall be prohibited.
- SH LU-28.4** Encourage natural vegetation to minimize noise impacts from airport operations on the surrounding residential neighborhoods.
- SH LU-28.5** Encourage the replacement of low-growing vegetation for noise attenuation in areas where trees are cleared.

GOAL SH LU-29 Zone properties in the area of Thun Field along Meridian Avenue East ECOR where industrial uses exist.

- SH LU-29.1** The ECOR provides an area for industrial and office uses that generate employment in the community.
- SH LU-29.2** Residential uses are not allowed in the ECOR.
- SH LU-29.3** The ECOR shall provide limited commercial uses that would service the needs of employment uses within the Corridor.
- SH LU-29.4** Access to transit within the ECOR is a priority.

IMPLEMENTING ACTIONS

The following is a list of actions that need to be completed in order to implement the policies contained within this plan. They are arranged according to the timeframe within which each should be completed: short, medium, or long term. Short-term actions should occur within one year of plan adoption update. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption update. The parties responsible for leading the effort to complete the action item are listed in parenthesis following the action. Actions are assigned to the South Hill Advisory Commission (SHAC), Pierce County Planning and Land Services Public Works (PPWALS), Pierce County Economic Development (EGD), Pierce County Parks and Recreations (Parks), Pierce County Public Works (PW), Airport Advisory Committee (AAC), Thun Field Advisory Commission (TFAC), and Tacoma-Pierce County Health Department (TPCHD).

SHORT TERM ACTIONS

1. Amend Title 18A to provide incentives for re-development and infill. (PPWALS, SHAC)
2. Develop and implement a program to provide a visual break, protect resources, and reduce flooding along Meridian Avenue East. Programs to be considered include:
 - Transfer of Development Rights
 - Current Use Assessment
 - Public Purchase

- A landscape and restoration program. (PPWALS), SHAC)
- 3. Conduct yearly reports that summarize accomplishments and outline recommendations for work items toward the upcoming year. (PPWALS)
- ~~4. Complete regulations and design provisions for small lot single family or the High-Density Single Family residential zone. Regulations shall address:

 - appropriate infrastructure in place prior to occupancy;
 - design features that mitigate and blend high density with established single family.
 - possible exception from barrier curb requirements. (PALS, SHAC)~~
- ~~5. Develop and implement incentive based regulations by incorporating a minimum, base, and maximum density for each zone. Developments exceeding base density shall have criteria to exceed the base. A menu of choices shall be provided to allow flexibility. (PALS)~~
- ~~6. Amend Title 18 to require rezone applications to include an analysis of market vacancy and demonstrate a need for rezone. (PALS)~~
- ~~7. Establish an Airport Advisory Committee for Pierce County Airport within one year of plan adoption.~~

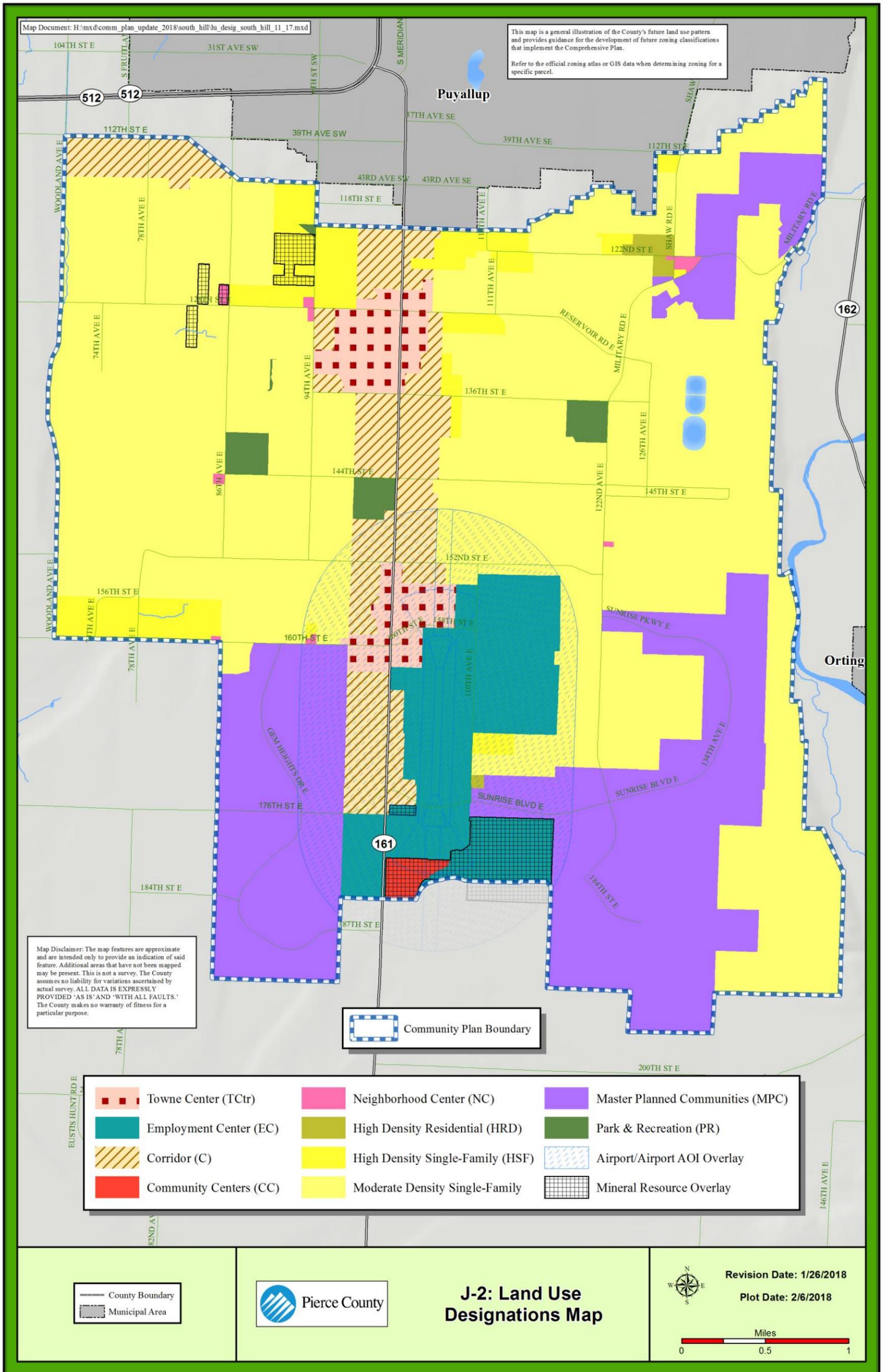
MID-TERM ACTION

1. Inventory abandoned, dilapidated, or illegal land uses and institute a program to bring each into compliance or eliminate. (PPWALS, SHAC)

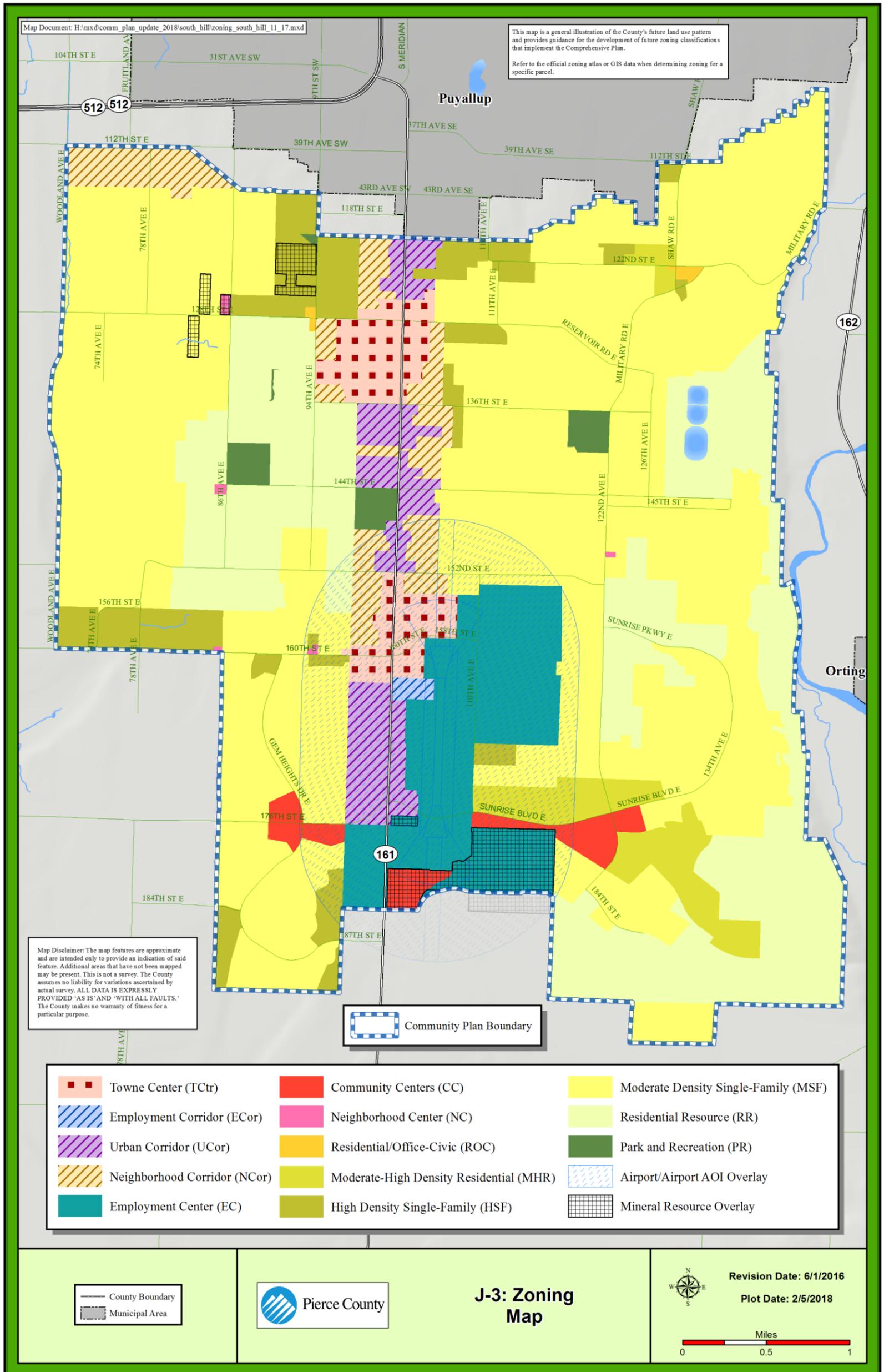
LONG TERM ACTIONS

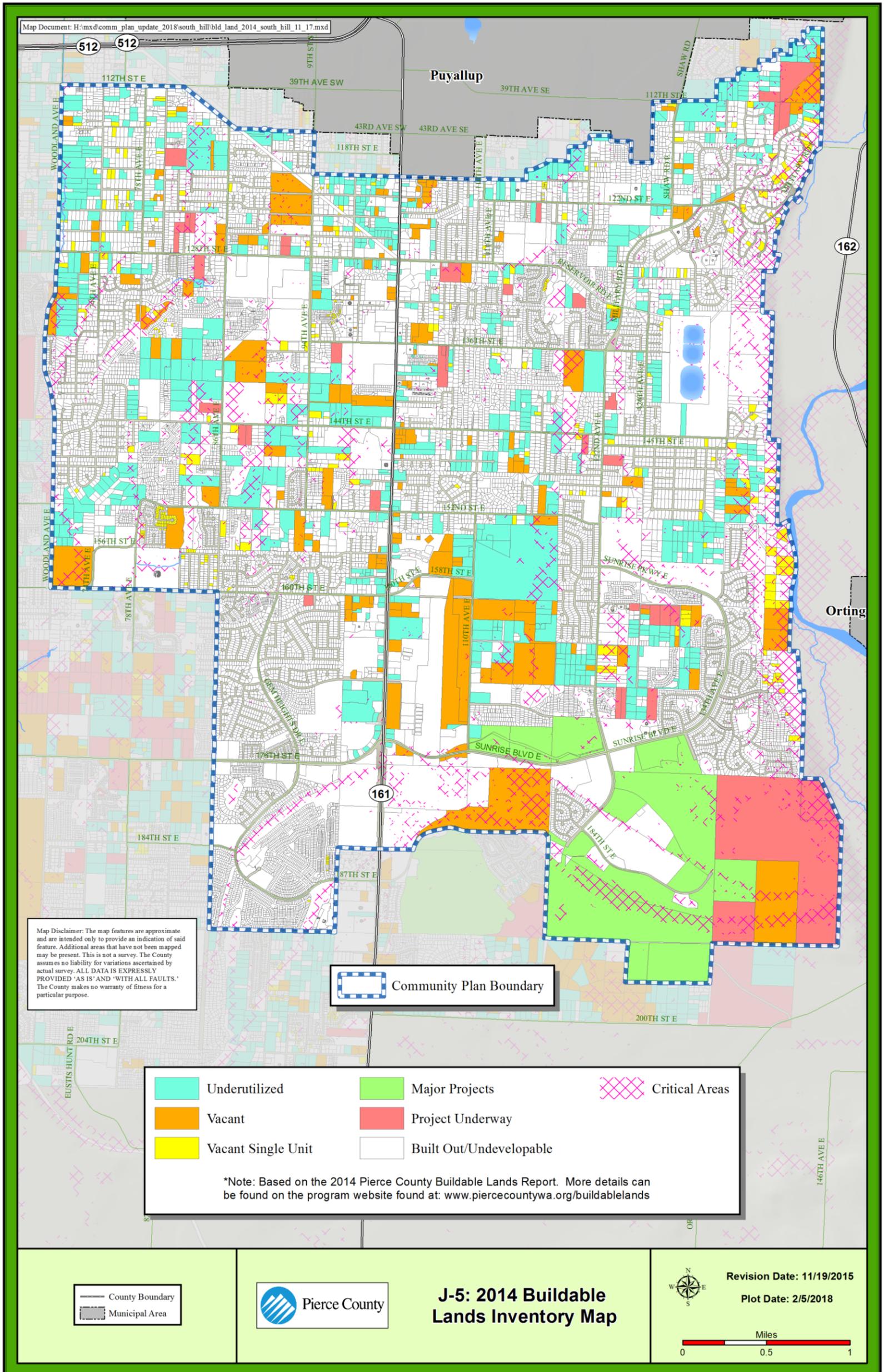
1. Complete a monitoring report to evaluate the effectiveness of regulations and incentives. (PPWALS)

Map J-2 South Hill Land Use Designations

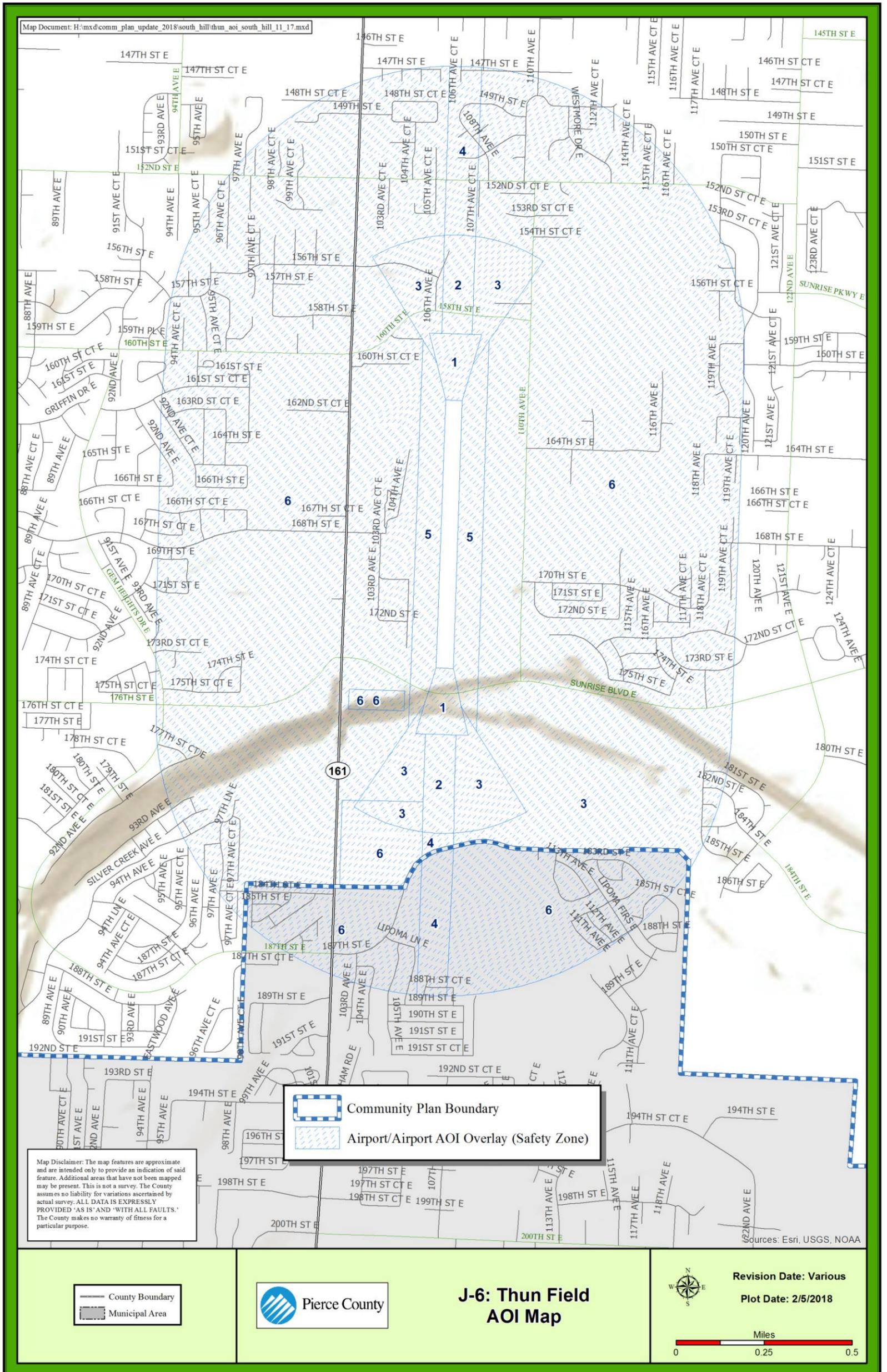


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Map J-6 Pierce County Airport at Thun Field Area of Influence



Chapter 3: Community Character and Design Element

INTRODUCTION

Community design deals with the physical elements that compose the character of our communities: the streets, parks, buildings, open space, and neighborhoods that determine the way our communities look and feel. It is a blending of land use planning, architecture, landscape architecture, and environmental protection. Community design looks at the way in which buildings, streets, public places, natural features, and other development relate to one another and the people who use them. Through community design, individual improvements, such as street construction, park development, land use regulation and new commercial, industrial, residential and civic development can be effectively coordinated with each other to promote a unified community image.

A community's design largely impacts the way in which people experience their communities and interact with one another is determined, in large measure, by a community's design. Designs that should emphasize community are those that and invite human presence, and allowing for interaction of between people. Where design is not a consideration, land use planning and regulation often fail to recognize the functional and visual links between developments. Poorly designed development tends to hinder the development of desired land uses.

While the regulation of appearance and design is often a basic component of urban regulatory systems, it is also one of controversy. Many people feel that such regulation is inherently subjective and hence inappropriate for government. However, design regulation is not only capable of making a substantial difference in the character of a community and its quality of life, but it also plays an important role in how the community perceives itself and how it is perceived by outside visitors.

The Community Character and Design Element is a new addition to the set of documents comprising the Pierce County Comprehensive Plan. The need for a community plan element articulating the desired appearance and character of individual communities is inferred through



Decorative Design in Sunrise Village

policies in the 1994 Pierce County Comprehensive Plan and is stressed through public input gathered through the South Hill and other community planning efforts.

The Community Character and Design Element is an integral part of the entire growth management planning process for South Hill. Design directly affects land use patterns, transportation planning and community and neighborhood livability, and overall quality of life. The design policies are intended to establish and reinforce a visual character for South Hill.

The Community Character and Design Element is affected by the Land Use Element which develops policy direction for urban form and, in turn, affects the Land Use Element by providing guidelines for how the urban form can be achieved and critical areas can be integrated into future projects. The design direction found in the Community Character and Design Element is also closely linked with and provides support for policy direction in the Economic, Natural Environment, and Facilities and Services Elements of the community plan.

DESCRIPTION OF CURRENT CONDITIONS

As South Hill population increases, the landscape rapidly changes, and many local citizens no longer experience making it difficult to instill a sense of community. This is a disturbing trend not only for long-time residents who have watched their homeland transform, but also for new residents who seek to raise children with a sense of belonging to a community. Although the true heart of the South Hill community lies in its people, churches, schools, neighborhoods, and activities, there is not a central location that is easily identifiable as the heart or center of South Hill.

Historically, the commercial portions of the plan area have developed absent of a consistent design theme or set of design standards. As a result, many of the buildings have standardized franchise themes or, in the case of independent businesses, no theme at all. Without question, South Hill, and like other communities in Pierce County, have developed with incompatible architectural styles that lack consistent character.

Meridian Avenue East provides superb views of Mount Rainier, views which are rarely seen due to the overwhelming signs advertising businesses that are also obstructed by the signs amount of signage lining the corridor. This proliferation of signs adds to the visual clutter along the Avenue and deteriorates There is a significant amount of visual clutter along Meridian Avenue East which depreciates pride in the community.

With the exception of older, established neighborhoods, the existing residential character is void of significant vegetative buffers within and surrounding developments. Significant stands of trees have not been retained and complete removal of understory vegetation has been a common development practice. Until 1998, there were no design standards required for residential development within South Hill.

The residential complexion is largely single-family with some duplexes, mobile home parks, and There are a few multifamily residential complexes. located in the northern portion of the community situated near Multifamily residential complexes have been more common adjacent to Meridian Avenue East.

~~Traffic is frequently identified as the number one problem on South Hill. It is difficult to move around the community for numerous reasons. There are very few sidewalks or bicycle pathways that allow movement through the community. Thus the only way to get from one place to another is by car. Everyone is forced to drive.~~

DESCRIPTION OF DESIRED CONDITIONS COMMUNITY CHARACTER AND DESIGN

South Hill citizens want a livable community. The South Hill Community Plan enacts measures to ensure future development will contribute to visual and functional amenities. The goals of the community plan are accomplished through policies, regulations, and design standards. However, adoption of the community plan will not result in immediate change. Significant and lasting change will occur over time through the realization of the implementing actions and citizen support.

The focus for community design will be in the two Centers and the designated Corridor along Meridian Avenue East. Design elements will include the creation of pedestrian-friendly streetscapes within the Centers and a unified design theme along the Corridor.

Nearly all of the policies of the Community Character and Design Element call for long term educational action on the part of citizens. These educational measures may be accomplished through homeowner association discussions, public forums, or school programs.

CENTRAL PLACE CENTERS

To counteract the lack of a central place or heart of the community, ~~two strategies are proposed: First, the allowance and creation of two Urban Villages~~ two Centers are designated along Meridian Avenue East to provide a mix of residential and small commercial business interconnected with plazas and pedestrian walkways. These areas are intended to be local community centers where citizens would be likely to meet for coffee, a community gathering, a farmer's market, or shopping. Plantings, plazas, public art, and other features will be used to create an aesthetically pleasing atmosphere and provide a sense of the community.



Towne Center at Sunrise Village

~~Recognize the need and importance of a community center in a park-like setting. The property located at 144th and Meridian is recognized as a very desirable setting should it become available.~~

DESIGN

The South Hill Community Plan integrates design policies are intended to integrate the natural and built environments in order to create neighborhoods and business centers that are functional, visually attractive, and compatible with the natural surroundings. Design standards require new development to demonstrate that filling and grading are minimized, trees are retained or replaced, and pedestrian connections are in place. Landscape standards are increased for parking lots and commercial buildings. Architectural standards are required for small lot residential development.

The following standards have been established through the South Hill Community Plan:

Design Standards	Landscape Standards	Architectural Standards
<ul style="list-style-type: none">• Minimize filling and grading• Retain or replace trees• Establish pedestrian connections• Use building location and site design to create pedestrian friendly streetscapes	<ul style="list-style-type: none">• Increased for parking lots and commercial buildings	<ul style="list-style-type: none">• Required for small lot residential development• Required for commercial/mixed use development

High density housing will be characterized by houses that The character of high-density housing will accentuate the living area of houses homes, and de-emphasize carports and garages. Residential areas will feature a variety of architectural features that mute the scale of larger

buildings so as to and blend with the desired sense of scale for the neighborhood. Covered bus shelters will be required for new residential developments and commercial complexes served by transit.

Building and site design will emphasize safety through effective use of lighting, site design, and landscaping. Within the **Urban Village zones** Centers, amenities such as courtyards or plazas, benches, artwork, and lighting will be integrated into site design to attract pedestrian uses. Within **Community Centers and Corridors along Meridian Avenue**, pedestrian walkways will be distinctly marked through parking and automobile areas.

The apparent scale of multifamily and commercial buildings will be reduced through the design and placement of structures and through the effective use of landscaping. Parking areas will be situated and designed to minimize visibility from streets and the front of buildings.



Rear Garages in Alleyway Example (Sunrise)

SIGNS

The South Hill Community Plan sets new standards for signs as a means of enhancing the streetscape of Meridian Avenue East and opening potential views. Policies and regulations strive to reduce the number and size of signs. In commercial complexes with multiple businesses, signs will be consolidated to diminish the visual clutter. New pole signs, video signs, flashing or rotating signs will be prohibited.

TREES

Trees and vegetation retention are addressed through two methods in the community plan. First, the plan introduces standards for tree retention or replacement. These standards require trees on a site to be retained or replaced with trees similar to the surrounding neighborhood. Trees are also addressed through landscape standards.

PEDESTRIAN LINKAGES



Pedestrian Infrastructure (Gem Heights Neighborhood)

To promote mobility within neighborhoods and throughout the community, a strong emphasis is placed on ensuring pedestrian sidewalks are constructed. Commercial businesses and residential developments will construct sidewalks within their developments as well as along the perimeter. Roadways will be separated from pedestrian and bicycle pathways so as to encourage a variety of modes of transportation.

Pedestrian linkages are particularly emphasized in the Centers, to create pedestrian-friendly, compact communities where access to transit and commercial services is available.

HISTORIC RESOURCES

South Hill residents recognize the importance of preserving historic resources. Recently, interested citizens formed the South Hill Historical Society, and efforts are underway to gather data and record the past. Community plan policies and actions promote the efforts of the Historical Society toward preserving historic structures and documents.



Historic Firgrove School

CULTURAL RESOURCES POLICIES

SOCIAL AND CULTURAL ACTIVITIES

- GOAL SH CR-1** Build upon current community events by increasing participation and community spirit.
- SH CR-1.1** Create a variety and depth of community cultural activities.
 - SH CR-1.2** Encourage regular cultural events, exhibits, performing series, and festivals that utilize existing public and private facilities.
 - SH CR-1.2.1** Support the annual holiday tree lighting in December through attendance and publicity.
 - SH CR-1.2.2** Work with community groups to develop an annual festival or community event to occur in the spring or summer.
 - SH CR-1.2.3** Utilizing local talent whenever possible, give special attention to the celebration of the community’s heritage and natural history as well as emerging art form and themes.
 - SH CR-1.2.4** Heritage Park is located within the community plan area and should be utilized for South Hill cultural events.
 - SH CR-1.2.5** Work with the local school districts to develop an information distribution system for upcoming cultural events.
 - SH CR-1.2.6** Investigate the feasibility of a farmers markets associated with South Hill Central Place within designated Centers.
 - SH CR-1.3** Provide information about South Hill’s cultural activities through systems that will expand public awareness of the arts, heritage, and humanities and promote their value to individuals and the community.
 - SH CR-1.3.1** The Pierce County website shall include accessibility to current and newly developed cultural events.
 - SH CR-1.3.2** Encourage broad-based community participation to foster the coordination and realization of the Community Character Element.

HISTORIC PRESERVATION

- GOAL SH CR-2** Record South Hill’s history of settlement and development through restoration and preservation.
- SH CR-2.1** Identify and record South Hill’s history and centralize the information in a public location.

- SH CR-2.2** Support and work with the South Hill Historical Society to record the history of the area through fundraising, identifying grant opportunities, and attending activities sponsored by the society. ~~The historical society coordinates historic documentation activities, but should be able to look to the Land Use Advisory Commission and County for assistance and support.~~
- SH CR-2.2.1.1** Research and acquire a possible site for the historical society to locate information and teach about the history of South Hill.
- SH CR-2.2.1.2** Coordinate with the historical society and the **Pierce County South Hill Library, South Hill Branch**, to retain historical information until a permanent site can be found.
- SH CR-2.2.1.3** Work with the South Hill Historical Society to identify and inventory historic resources.
- SH CR-2.2.1.4** The Pierce County cultural resource inventory should be reviewed and updated for the South Hill area.
- SH CR-2.2.1.5** Prioritize properties for placement onto national, state, or local historic registers.
- ~~**SH CR-2.3** The Blyton Farm cabin should be moved to a carefully selected location that will allow for the cabin to be preserved as a prominent feature in the community.~~
- SH CR-2.4** Actively pursue the opportunity to link the South Hill Heritage Corridor with the Naches Trail from Walla Walla to Steilacoom.
- ~~**SH CR-2.5** Work with the local school districts to integrate South Hill history into the curriculum.~~
- SH CR-2.6** The South Hill Land Use Advisory Commission should be afforded an opportunity to provide input into the review process when a nomination application for a property located in the South Hill community to the Pierce County Register of Historic Places is filed with the Pierce County Landmarks Commission.

DESIGN AND CHARACTER POLICIES

GOALS

We envision a changing landscape with design components that create a safe and attractive urban environment while preserving pockets of country-like settings. We see new developments landscaped into the natural environment instead of overpowering it. Also, the natural landscape is restored or incorporated as existing developments are improved or redeveloped. We envision a community that is cohesive both in terms of design and transportation connections such as safe streets, sidewalks, and trails.

SITE DESIGN

- GOAL SH D-1** Ensure consideration is given to the natural site characteristics before designing or planning developments to ensure trees, views, energy-efficient design, and open space are incorporated into developments.
- SH D-1.1** Natural resources and site characteristics determine the site layout of proposed developments.
 - SH D-1.2** Site design should work in conjunction with the natural site contours.
 - SH D-1.3** Minimize the amount of grading and filling on a site.
 - SH D-1.4** Allow stormwater facilities to be designed as a site amenity. Incorporate landscaping, hedges, wrought iron and decorative fencing, or placing a fountain in the pond are encouraged and considered site amenities to enhance stormwater facilities. Non-decorative fencing, such as chain-link or wood is not considered a site amenity and at a minimum shall be shielded from view of neighboring properties by planting vegetation along the perimeter.
 - ~~**SH D-1.5** Ensure post-development site hydrology closely mimics the hydrology of the site prior to the development.~~
 - ~~**SH D-1.5.1** Minimize impermeable surfaces and site disturbances.~~
 - ~~**SH D-1.5.2** Provide incentives for residential design that incorporates low impact development techniques.~~
 - SH D-1.6** Reduce natural resource consumption in site design and building features.
 - SH D-1.6.1** Encourage the use of alternative site and building design through the use of incentives.
 - SH D-1.6.1.1** Reduce review times and review fees when alternative building or site design features are used such as:
 - SH D-1.6.1.1.1** Use of recycled materials or alternative materials in building construction.
 - SH D-1.6.1.1.2** Incorporation of water reuse or conservation systems into building and site design.
 - SH D-1.6.1.1.3** Use of energy conservation systems that exceed energy standards by 25%.
 - SH D-1.6.2** Design infrastructure systems to optimize efficient use of natural resources.
 - SH D-1.6.2.1** Re-use or connect to existing systems.
 - SH D-1.6.2.2** Consider alternative stormwater collection and retention methods.
- GOAL SH D-2** Retain or restore stands of trees within the community.

- SH D-2.1** New developments shall incorporate existing trees and vegetation ~~in keeping with Pacific Northwest vegetation~~ into project design.
- SH D-2.2** Clear-cutting a site and replacing the trees with homes and only decorative vegetation, such as flowering cherry or vine maple, is unacceptable.
- SH D-2.3** Some portion of the site must contain stands of tall evergreen trees.
 - SH D-2.3.1** These trees may be retained at the time of development or planted to reach maturity within a reasonable time frame.
- SH D-2.4** Provide flexible standards for on-site tree retention, restoration, and replacement. Standards or regulations should be flexible to allow for situations where placement of existing trees limits building capabilities of the site.
 - SH D-2.4.1** Tree retention should occur in a clustered format to limit exposure and potential safety hazards during windstorms.
 - SH D-2.4.2** The developer should replant trees on sites that have been completely logged.
 - SH D-2.4.2.1** Trees may be clustered in open space, park or recreation areas, or within a significantly landscaped perimeter of the development.
 - SH D-2.4.3** Trees restored on-site shall be capable of growing to significant heights.
 - ~~**SH D-2.4.3.1** New trees should be at least 8 feet in height, 2 inches in diameter, and fully leafed at the time of planting and capable of a minimum height of 35 feet at maturity, except where conflicts occur with utility or aviation corridors.~~
 - SH D-2.4.4** Allow selected limbing of trees so that significant views are not obscured.
 - SH D-2.4.5** Native or drought-tolerant species should be used to reduce watering needs.
 - SH D-2.4.6** Tree retention replacement regulations shall not apply to individual single- or two-family building lots.
 - SH D-2.4.6.1** However, single- and two-family property owners are encouraged to replace fallen or downed trees.
- GOAL SH D-3** Vegetation coverage and tree retention requirements should focus on post-construction safety and site enhancement.
 - ~~**SH D-3.1** Vegetative plantings of trees and shrubs should be used in subdivisions in place of fences to separate homes and neighborhoods.~~
 - SH D-3.2** To promote tree retention and integration of the natural environment while buffering homes from noise and glare, residential subdivisions, multifamily, and manufactured home parks shall contain a landscaped buffer around the perimeter. Provisions shall be made to allow adjacent subdivisions to reduce or forego the buffer in locations where amenities such as shared recreational areas or trails are provided.

- SH D-3.3** The width of the perimeter vegetation buffers for new residential developments along arterials ~~along 70th Avenue/Woodland Avenue, 86th Avenue E., 94th Avenue E., Shaw Road, Military Road, 122nd Avenue, 112th St. East, 122nd St. East, 128th St. East, 136th St. East, 144th St. East, 152nd St. East, 160th St. East, 176th St. East, Sunrise Boulevard, Sunrise Parkway, Meridian Avenue between 176th St. East and 187th St. East, and State Route 512~~ shall be sized of sufficient width and density to mitigate air and noise impacts from high levels of automobile traffic.
- SH D-3.4** Include language on the plat and in conservation easements, signage, and homeowner covenant maintenance agreements that requires post-construction protection for designated native vegetation areas.
- SH D-3.5** Require developments to present a composite site analysis that overlays soil, slopes, wetlands, streams, and other natural features to retain native vegetation to the greatest extent.
- SH D-3.6** Tree stands on and adjacent to steep slopes shall be retained.
- SH D-3.7** Require commercial developments, subdivisions, and multifamily developments to provide tree retention or replacement.
- SH D-3.8** Require development sites that are unable to meet the minimum tree canopy cover retention percentage to be planted or replanted as necessary to achieve the desired tree canopy cover within 10 years.
- SH D-3.9** Require a bond prior to final plat approval to ensure developments are built-out with the required landscaping. The amount of the bond shall cover the potential overhead costs that Pierce County may experience in the employment of a third party to plant the required vegetation retention or replacement.
- SH D-3.10** Provisions shall be made to allow for removal of dead or diseased trees or trees that pose a safety hazard.
- SH D-3.11** Provisions shall be made to ensure that newly planted trees survive through the first year.

RESIDENTIAL

- GOAL SH D-4** Residential development shall be designed to be inviting and vibrant.
- SH D-4.1** Design and integrate new residential subdivisions, plats, multifamily dwellings, and manufactured home parks with the natural characteristics and resources of the site as well as the surrounding neighborhood.
- SH D-4.2** Develop flexible design requirements that allow for innovation in integrating the natural environment ~~with varied densities, including exceeding the standard density, if the development surpasses minimum requirements.~~
- SH D-4.3** Provide incentives for innovative site designs that cluster residential uses to preserve a larger area of the native environment and provide open space amenities.

SH D-4.4 The site layout, orientation, and building mass of multifamily complexes should be designed in a manner that does not change the character of the surrounding residential neighborhood.

SH D-4.5 ~~Consider requiring of a percentage of single family homes to be integrated with apartment complexes to mix multifamily into surrounding neighborhoods and avoid a mass of apartment complexes.~~

SH D-4.6 High density single-family residential developments ~~should~~ shall have ground floor entries.

SH D-4.6.1 High density single family may consist of attached or detached dwellings.

GOAL SH D-5 Promote safe and defensible neighborhoods through *eyes on the street* site design concepts.

SH D-5.1 Building and site design should encourage personal safety by:

SH D-5.1.1 Using site planning and building design techniques; including:

SH D-5.1.1.1 Setback frontages to create a usable transition space between the street and the individual dwelling unit;

SH D-5.1.1.2 Design protected and identifiable entries;

SH D-5.1.1.3 Define setback with landscaping;

SH D-5.1.1.4 Create defensible spaces with screening elements;

SH D-5.1.1.5 Design residential units with more active areas such as kitchens, living rooms and family rooms with views of public spaces and the street;

SH D-5.1.1.6 Giving residents more control over the space adjacent to their homes (increased territoriality);

SH D-5.1.1.7 Increasing opportunities for neighbors and those passing by to keep an eye on nearby activities; and

SH D-5.1.1.8 Using design and construction approaches to reduce vandalism; and

SH D-5.1.1.9 Promote mixed use and high density residential in the Centers and Corridors to create more pedestrian activity on the street level.

GOAL SH D-6 Provide recreational areas and/or open space areas of a size and use suitable for a variety of activities in all new residential subdivisions, multifamily complexes or mobile/manufactured housing parks.

SH D-6.1 Provide opportunities to recreate, play, or relax outdoors.

SH D-6.2 Flexible regulations shall be developed to ensure that new, small-lot residential subdivisions, multifamily complexes or manufactured housing parks include a recreational area.

SH D-6.3 If a local park and recreation district or park and recreation service area is formed, a fee may be provided to the district or area in lieu of constructing an on-site facility.

- SH D-6.4** Recreational areas shall be functional spaces that can be viewed from neighboring homes.
- SH D-6.5** Recreational areas should be interconnected with green spaces that preserve natural features such as wetlands, forests, tree stands, and views.
- SH D-6.6** Fences between recreational areas and open space shall be minimized.
- SH D-6.7** Recreation areas shall include at least one of the following:
 - SH D-6.7.1** Tot lots with traditional play equipment such as swings, slides, and other play equipment such as interactive artistic forms;
 - SH D-6.7.2** Formal playgrounds with basketball courts, tennis courts, and baseball diamonds;
 - SH D-6.7.3** Other sport-oriented play areas;
 - SH D-6.7.4** Jogging and exercise trails in the form of common dedicated greenbelt backyards; or
 - SH D-6.7.5** Open green spaces with enough room for children to play and benches or picnic tables to allow close supervision.
- SH D-6.8** New developments shall be required to provide open space. Active recreation areas are not counted toward the open space requirement. Areas counted as open space are:
 - SH D-6.8.1** Critical areas, buffers, and other spaces permitted by the Pierce County Comprehensive Plan;
 - SH D-6.8.2** Landscaped stormwater ponds without fences; or
 - SH D-6.8.3** Gathering places and passive recreation areas.
- SH D-6.9** Recreational areas should be landscaped with native vegetation and have safety lighting.
- SH D-6.10** Large recreational areas and open space tracts are priority.
 - SH D-6.10.1** An incentive-based system shall encourage the development of significant, contiguous park and open space tracts while discouraging the smaller tracts that are not as conducive to recreational activities.
 - SH D-6.10.2** Open space areas should be designed to have high visibility from surrounding street and residential areas for safety purposes and be provided with safety lighting.

COMMERCIAL AND CIVIC

- GOAL SH D-7** Include commercial and civic sites that incorporate natural characteristics and invite people to utilize the property or patronize the business.

- SH D-7.1** Design commercial and civic sites to integrate the natural features of the site while providing orderly and safe pedestrian circulation.
- SH D-7.2** Require pedestrian connections between the proposed use and the street for all structures that face public streets. Satellite buildings should have pedestrian connections across parking areas to the principal structure or anchor store.
- SH D-7.3** Ensure delivery areas are incorporated into site design in a manner that minimizes the impacts of these activities on adjacent sites.
- SH D-7.4** Require multifamily complexes and commercial/industrial sites to provide adequate, accessible storage and collection locations for household waste and recyclable materials.
- SH D-7.5** Site plan review for commercial businesses, manufacturing, and light industrial uses shall take into account potential negative impacts on nearby uses.
- SH D-7.6** Provide pedestrian-scaled, direct lighting that illuminates walkways, increases safety, highlights buildings and landmark elements, and provides sight line to other retail uses such as a view from a café to unique shops.

ARCHITECTURAL DESIGN

- GOAL SH D-8** To ensure quality development, increase predictability and set a high standard for development within the South Hill community to avoid being a generic suburban area.
- SH D-8.1** Ensure that architectural designs of non-residential or multifamily complexes located adjacent to single- and two-family neighborhoods do not detract from the residential character of the established neighborhoods
- SH D-8.2** Use techniques such as building placement, architectural design, and landscape design to reduce the perceived bulk and scale of non-residential and multifamily structures that are located adjacent to residential neighborhoods.
- SH D-8.3** Use design techniques to ensure integration of new development with existing neighborhoods to maintain values of existing neighborhoods and reduce the effects of gentrification.
- SH D-8.4** Provide a mix of housing types to meet a mix of income levels and housing needs.
- SH D-8.5** Use community design techniques to maintain community identity and cohesion.

RESIDENTIAL AND ACCESSORY STRUCTURES

- GOAL SH D-9** Design homes that facilitate allow for interaction between residents.
- SH D-9.1** Use design features to encourage interaction and reduce impacts of small lot development.
- SH D-9.2** Front doors, windows, and walkways should be emphasized on residential buildings; garages should not be emphasized in appearance.

- SH D-9.3** Garage placement shall not be located closer to the street front than the porch or front door on small lots.
- SH D-9.4** Provide opportunities for reduced front yard setbacks to accommodate porches and decks while placing the garage further back or behind the home.
- SH D-9.5** Allow rear yard alley access. ~~Alleys should be constructed for one-way traffic flow to reduce impervious surfaces.~~
- SH D-9.6** Provide incentives for architectural design standards.
- SH D-9.7** Driveway length should allow adequate space for parking cars without blocking sidewalks.
- SH D-9.8** Mailbox structures shall include rain covers or roofs and should be complementary to the rest of the development in color and design.
- SH D-9.9** Encourage lockable mailboxes.
- SH D-9.10** Reduce the impacts of small lot development through architectural and site design.
- GOAL SH D-10** Design multifamily units that depict an inviting and vibrant living environment.
- SH D-10.1** Avoid locating off-street parking areas for multifamily development between the buildings and the street.
- SH D-10.2** Allow the residential units to be oriented toward the street or toward a common space instead of a parking lot.

COMMERCIAL AND CIVIC

- GOAL SH D-11** Create attractive walkways and street front experiences maximizing the quality of the pedestrian environment and the opportunities for retail shopping.
- SH D-11.1** Design shop fronts to shelter pedestrians from the rain.
- SH D-11.2** Street-facing building facades shall employ a variety of measures including window and entrance treatments, overhangs and projections, and innovative use of standard building materials and landscaping to increase visual interest and visually break up large building mass.
- SH D-11.3** Provide distinctive building entries through the use of distinctive architectural features.
- SH D-11.4** Strive for architectural excellence, higher quality building design, and retail-friendly first floor facades.
 - SH D-11.4.1** Deter crime by designing for security; ensure street-level vitality and plenty of eyes on the street.
 - SH D-11.4.2** Vary roof pitch and façade designs since retailers depend on diverse, appropriately- scaled, and customized shop fronts.

- SH D-11.4.3** Discourage nondescript architecture that has few design features, lacks cohesiveness, or is scaled to be appreciated at automobile speeds.
- SH D-11.4.4** Within a given commercial or civic development, require consistent architectural themes and colors for buildings, street furniture, and amenities.
- SH D-11.4.5** Civic buildings and uses such as libraries, parks, or government offices shall be of exemplary design to serve as anchors for other developments in the district and to demonstrate the architectural excellence of the community.
- SH D-11.4.6** Buildings constructed with public monies shall contain some form of public art and/or public gathering space.

INDUSTRIAL

- GOAL SH D-12** Integrate industrial and business uses into the natural environment and community.
- SH D-12.1** Ensure ~~professional offices and industrial uses or manufacturing companies~~ contain appropriate lighting, landscaping, and traffic and noise buffers to blend with the community.
- SH D-12.2** The preferred method of noise attenuation is landscaping. Where fencing or other structural methods are used, landscaping shall be provided.
- SH D-12.3** Cell towers shall be constructed and painted to blend with the surrounding environment.

NEIGHBORHOOD COMMERCIAL

- GOAL SH D-13** Ensure that the design and location of neighborhood commercial development within South Hill is consistent with the character, scale, and identity of the neighborhood.
- SH D-13.1** Neighborhood commercial development should directly serve the needs of the local community providing the necessary goods and services.
- SH D-13.2** Ensure that commercial development is limited and proportionately interspersed with other community-oriented services such as schools, branch libraries, open space, and parks.
- SH D-13.3** Select Neighborhood Centers that are appropriate for the surrounding community and complement adjacent residential uses.
 - SH D-13.3.1** Neighborhood character should be recognized and preserved through the preparation of design standards and guidelines for development within Neighborhood Centers.
 - SH D-13.3.2** Standards should prohibit the development of regional-scale commercial uses within Neighborhood Centers.
- SH D-13.4** Establish and implement consistent requirements for all new neighborhood commercial development.

- SH D-13.4.1** Pierce County shall establish design guidelines and standards for development within Neighborhood Commercial areas.
- SH D-13.4.2** Apply height limitations within the Neighborhood Centers consistent with adjacent single-family residential districts to complement the surrounding residential uses and maintain the human scale of the neighborhood.
- SH D-13.4.3** Ensure architecture is consistent or harmonious in character with single-family residential uses through the use of color, materials, textures, and landscaping. Development within Neighborhood Commercial areas should enhance the identity of the neighborhood.
- SH D-13.4.4** Require parking for employees in the back or on the side of the building which shall include landscape screening. Require angled on-street parking (not located within the right-of-way) within Neighborhood Commercial areas to avoid the construction of parking lots adjacent to single-family residential neighborhoods.
- SH D-13.4.5** Require new commercial development to adhere with the same impervious surface requirements as adjacent single-family residential uses.
- SH D-13.4.6** Require street trees and landscaping along rights-of-way consistent with requirements in single-family residential districts to minimize the effect of the Neighborhood Commercial uses on adjacent residential neighborhoods.
- SH D-13.4.7** Require new development within Neighborhood Commercial areas to provide a transition zone to the sidewalk that enhances the quality and feeling of the connection to the street. The connection to the street is enhanced through facing many windows and doors toward the street, and through the use of window displays and details like potted plants and awnings.
- SH D-13.4.8** Pierce County shall adopt sign regulations to ensure signs are of a size and scale harmonious to single-family residential uses. Signs shall not be permitted to remain lit during non-business hours.
- SH D-13.4.9** Pierce County shall amend lighting requirements to ensure that Neighborhood Commercial areas do not cast light onto adjacent properties and roads.
- SH D-13.4.10** Neighborhood Commercial districts shall be required to use amber lighting.
- SH D-13.4.11** Sidewalks shall be installed within Neighborhood Commercial districts.
- SH D-13.4.12** Site layout and building orientation shall be designed to encourage pedestrian access and circulation.
- SH D-13.4.13** Design standards shall include methods to reduce noise, light, and glare so that surrounding residential uses are not impacted.

LANDSCAPE DESIGN

- GOAL SH D-14** Use creative landscaping to calm traffic, attractively screen service areas, minimize the impact of parking lots, and revitalize the natural environment.
- SH D-14.1** Require a landscaped area between the traffic and the sidewalk that includes elements, such as mature trees that provide shade. The purpose of the landscaped area is to provide shade to pedestrians and to provide a safe buffer between pedestrians and the street. Landscaping shall not inhibit driver sight distance or visibility.
- SH D-14.2** Newly planted landscaped strips shall contain trees that are at least 8 feet tall and 2 inches in diameter.
- SH D-14.2.1** Trees must be a minimum of 35 feet at maturity, except where conflicts occur with utility or aviation corridors.
- SH D-14.3** Provisions shall be made to ensure that newly planted trees survive through the first year.
- SH D-14.4** Trees that serve to assist in noise reduction for commercial or industrial properties shall contain foliage throughout the year.
- SH D-14.5** Landscape Meridian Avenue East with trees, plants in the median, and lush green areas along its edges.
- SH D-14.5.1** New trees for commercial development should be at least 12 feet in height and 3 inches in diameter and capable of a minimum height of 35 feet at maturity.
- SH D-14.6** Encourage the use of bioretention swales in parking lots' landscaped areas to break up the expanse of asphalt and assist in stormwater treatment and infiltration.
- SH D-14.7** Parking lot landscaping shall be significant and dispersed throughout the lot to provide shade, pedestrian refuge, and visual relief.
- SH D-14.8** Parking lot vegetation should consist of native trees and vegetation.
- SH D-14.8.1** New trees should be at least 8 feet in height and 2 inches in diameter and capable of a minimum height of 35 feet at maturity, except where conflicts with utility corridors or aviation corridors would occur.
- SH D-14.9** Where commercial or industrial land uses abut residential uses, a landscaped buffer shall be provided to reduce noise and glare impacts.
- SH D-14.10** Vegetation that is native to the Pacific Northwest and that is drought tolerant is preferred for landscaping.
- SH D-14.11** Develop a threshold that would require commercial renovations to meet landscape standards for perimeter and interior site plantings.

SH D-14.12 Increase the amount for the landscaping bond required prior to final plat approval to ensure developments are built-out with the required landscaping.

SH D-14.12.1 The increase of the bond shall cover the potential overhead costs that Pierce County may experience in the employment of a third party to plant the required landscaping.

SH D-14.13 Lighting for safety and site enhancement shall be incorporated into landscaping plans.

SIGN DESIGN

GOAL SH D-15 Establish and implement uniform and balanced requirements for new signs and an amortization schedule for the removal of signs made nonconforming by the adoption of regulations implementing this plan.

SH D-15.1 Incentives should be provided to bring existing signs into conformance with new codes.

SH D-15.1.1 Incentives should include tax credits or dismissal of permit fees for replacing the sign prior to the assigned sunset date.

SH D-15.2 Billboards should have an amortization period consistent with the Internal Revenue Service depreciation schedule.

SH D-15.3 Aggressively seek nuisance abatement to eliminate problems that inhibit the goals of the districts and the community.

SH D-15.3.1 Pierce County shall identify dilapidated, abandoned, and illegal signs for future abatement action.

SH D-15.4 Ensure that temporary signs are promptly removed after the culmination of the event described or symbolized on the sign.

GOAL SH D-16 Ensure that all signs undergo design review so that the design and placement of signs is consistent with the South Hill design standards and guidelines.

SH D-16.1 Ensure that signage complements, rather than dominates or intrudes upon, the character and visual amenity of an area, the buildings on which they are displayed, and the general environment.

SH D-16.2 Ensure that signage is integrated with the overall architectural framework and structural elements of the building, reinforcing the shape and proportion of the facade through such techniques as detailing, use of colors and materials, and placement.

SH D-16.3 Prohibit the use of flashing or rotating signs, video signs, roof signs, railing signs, and signs attached to private light standards.

SH D-16.4 Prohibit the use of lights and surfaces that result in glare onto adjacent properties.

- SH D-16.5** Prohibit the use of pole signs ~~by allowing them only where an applicant can demonstrate that a monument sign is a hardship.~~
- SH D-16.6** Allow monument and wall signs.
- SH D-16.7** Allow more than one monument sign on a property if more than 20 businesses are located on the property.
- SH D-16.8** Require consolidation of signage within commercial development to reduce visual clutter along ~~streets and the freeway~~ roads.
- SH D-16.9** Prepare standards that limit overall signage to a proportion of the length of the building façade.
- SH D-16.10** Prohibit canvas canopy signs and canopy signs that are backlit.
- GOAL SH D-17** Minimize the use of off-premise signs ~~within South Hill.~~
- SH D-17.1** Restrict the use of off-premise signs to temporary applications such as the directional signage used to identify real estate open houses and garage sales.
- SH D-17.2** Prohibit new billboards ~~in South Hill.~~
- GOAL SH D-18** Enable individuals, businesses, and community groups to promote temporary activities to the wider community through the adoption of clear regulations governing the use, size, and allowed duration of temporary signs.
- SH D-18.1** Banners should be of a style, size, and color that complement the surrounding environment and standard on which they are affixed.
 - SH D-18.1.1** Consider whether or not the structures the banners are being suspended from can support the weight and the force of the wind upon the banners.
- SH D-18.2** Commercial center banners must be promoting primarily the commercial center on which they are displayed.
 - SH D-18.2.1** Specific advertising of businesses or merchandise is prohibited.
- SH D-18.3** Temporary signs that are placed within a permanent structure, such as on private light standards, shall be prohibited.
- SH D-18.4** Prohibit temporary signs that are affixed to a utility pole unless expressly reviewed and approved by the utility provider.
- SH D-18.5** Prohibit blade/feather signs, except for those advertising temporary events.

LIGHTING DESIGN

- GOAL SH D-19** Provide consistent lighting regulations that control placement, style, type, and intensity.

- SH D-19.1** Provide lighting that is integrated with the overall architectural concept in scale, detailing, use of color and materials, and placement.
- SH D-19.2** Integrate the design and placement of exterior lighting with the architectural design and materials of on-site buildings, overall site character, and surrounding neighborhood.
- SH D-19.3** Require lighting to be reviewed during design review in all new developments.
- SH D-19.4** ~~Encourage amber lighting instead of fluorescent lighting.~~
- SH D-19.5** Provide adequate lighting levels in all pedestrian areas including building entries, along walkways, parking areas, along transit corridors and at transit stops, and other public areas.
- SH D-19.6** School bus stops should be lit and safe. The school district should plan the stops, and developments should contribute to construction and safety.
- GOAL SH D-20** Encourage all non-essential exterior commercial and residential lighting be turned off after business hours and/or when not in use.
 - SH D-20.1** Encourage the use of lights on a timer.
 - SH D-20.2** Encourage the use of motion-activated lighting for security purposes.
 - SH D-20.3** Encourage parking area lights to be greater in number, lower in height and lower in light level, as opposed to fewer in number, higher in height, and higher in light level.
 - SH D-20.4** Parking lot lighting shall not exceed Illuminating Engineering Society of North America recommended lumens.
 - SH D-20.5** Ensure lights within the Pierce County Airport’s area of influence meet Federal Aviation Administration (FAA) standards.
- GOAL SH D-21** Reduce the amount of lighting and glare onto adjacent sites and roads.
 - SH D-21.1** Establish standards that curtail lighting and glare from intruding onto adjacent properties and into the night sky. Lighting standards shall provide a ceiling for all developments. Developments may deviate from the standard only when it can be demonstrated the extra lighting is necessary and impacts onto adjacent properties, roads, and the night sky will be minimized.
 - SH D-21.2** New commercial and industrial businesses, residential subdivisions, and multifamily development shall be required to meet the minimum lighting standards necessary for security and working purposes; the development shall minimize potential pollution from glare and spillage particularly to:
 - SH D-21.2.1** Residential and commercial areas;
 - SH D-21.2.2** Areas of nature conservation interest, and wildlife or open space corridors; and
 - SH D-21.2.3** Areas whose open and remote landscape qualities would be affected, including observatories.

- SH D-21.3** Artificial light from commercial businesses and signs shall not be directed into the night sky, toward the road, or toward neighboring properties.
- SH D-21.4** Commercial properties such as car sales or mobile home sales shall be subject to the same standards as other commercial developments.

SOUTH HILL CENTRAL PLACE CENTERS

- GOAL SH LU-30** Through policy, design, and land use regulations, create ~~an urban core or central place~~ Centers that ~~is~~ are a focal point for the South Hill community.
- SH LU-30.1** ~~Centers should include a central place or business district with~~ a vibrant mix of residential, commercial, and civic uses.
- SH LU-30.2** Plan, zone, and adopt design standards for ~~South Hill Central Place~~ Centers to facilitate vertical mixed use of three or more stories and to achieve pedestrian concentrations that create a lively, safe, attractive, and entertaining streetscape.
 - SH LU-30.2.1** The ~~South Hill Central Place~~ Centers shall be the focal points for pedestrian-scale retail, services, entertainment, civic, and arts center for the community.
 - SH LU-30.2.2** Allow flexible height standards that encourage vertical development.
 - SH LU-30.2.3** ~~South Hill Central Place~~ Centers should have a strong pedestrian and transit orientation that is reflected in site development and design standards.
 - SH LU-30.2.4** Allow significantly higher densities in ~~South Hill Central Place~~ Centers.
 - SH LU-30.2.5** All developments within ~~South Hill Central Place~~ Centers should contribute proportionate funding to an open space area or park within the ~~Central Place~~ Centers.
 - SH LU-30.2.6** Outdoor seating areas should be encouraged within ~~South Hill Central Place~~ Centers.
 - SH LU-30.2.7** Street furniture, artwork, lighting, planter boxes, canopies, and other architectural or site detailing should be required in ~~South Hill Central Place~~ Centers.
 - SH LU-30.2.8** The mix of commercial, civic, and residential activities should be linked with plazas, walkways, and outdoor areas thereby providing an innovative atmosphere and identity that is uniquely South Hill.
 - SH LU-30.2.9** Individual developments within ~~the Central Place~~ Centers shall integrate public spaces, art, and pedestrian circulation in its site design and/or building orientation.
 - SH LU-30.2.10** Development within ~~the Central Place~~ Centers shall be designed in such a manner that residents from the surrounding neighborhoods can access the area through pedestrian paths, bicycles, and transit.

- SH LU-30.3** Allow mixed use development within ~~South Hill Central Place Centers~~. Mixed use developments may contain retail, office, and residential uses within a building or complex of buildings. Mixed use developments can reduce vehicular trips, more efficiently use land, and provide concentrations of customers who live or work in the area. Mixed use developments can benefit other businesses and provide opportunities for uses, such as transit and other civic and cultural uses, which might otherwise be difficult to accommodate in the South Hill community.
- SH LU-30.3.1** ~~South Hill should e~~ Encourage mixed uses in ~~South Hill Central Place Centers~~. Mixed use developments shall be designed to encourage compatibility among the on-site uses and with adjacent land uses.
- SH LU-30.3.2** ~~Uses that are inconsistent with the intent of South Hill Central Place shall not be allowed. These include industrial uses, and automobile repair services, and other uses that are suitable only for patronage via automobile.~~
- SH LU-30.4** Encourage site design supporting a mixed use, pedestrian-oriented district.
- SH LU-30.4.1** Develop and adopt a preferred conceptual streetscape layout for the location of buildings, open space, utilities, and amenities.
- SH LU-30.4.2** Provide incentives for the implementation of the conceptual site layout.
- SH LU-30.4.3** Permit deviation to the conceptual layout and incentives if specific design criteria are met.

COMMUNITY AMENITIES

- GOAL SH D-22** Recognize that views of Mount Rainier are one of the amenities of South Hill, and enhance the image and enjoyment of the community by making the views more prominent and public. This section also encourages public art ~~in site~~ or architectural design. The policies are intended to emphasize the importance of these aesthetics without creating burdensome regulations.
- SH D-22.1** Preserve views of Mount Rainier and include public art through site design.
- SH D-22.2** Create opportunities for viewpoints ~~in South Hill~~ where significant views exist within the community.
 - SH D-22.2.1** Where significant views occur, encourage development to recognize and preserve public views on the site.
 - SH D-22.2.2** Create better viewpoints by terminating the road at the viewpoint or creating a park or recreational area where views occur.
 - SH D-22.2.3** ~~Preserve the views of Mount Rainier, Orting Valley, and open space areas in the valley below 86th Avenue East.~~

- SH D-22.2.4** Work with Pierce County ~~Recycling, Composting, and Disposal (PCRCD)~~ Planning and Public Works Sustainable Resources division, the Tacoma-Pierce County Health Department, the Washington State Department of Ecology, and the United States Environmental Protection Agency to develop a wider array of compatible future uses for the landfill site which would include establishing scenic vistas.
- SH D-22.2.5** When 176th is extended east toward Orting, the alignment should be developed to maximize scenic viewing opportunities through the use of design concepts such as pullouts.
- SH D-22.2.6** ~~Scenic vistas should be considered for the vicinity of 77th Avenue and 114th Street.~~
- SH D-22.2.7** Identify other key vistas that should be scenic viewpoint locations.
- SH D-22.2.8** Roads should be aligned to capture views where possible.
- SH D-22.2.9** Pullouts should be included in prime view areas.
- SH D-22.3** Enhance views and create viewpoints along Meridian Avenue East.
- SH D-22.3.1** Recognize that the visual quality of Meridian Avenue East, as the main thoroughfare, can produce pride in local residents.
- SH D-22.3.2** Establish a scenic viewpoint in the vicinity of 156th Street East and Meridian Avenue East.
- SH D-22.3.3** Developments along Meridian Avenue East should create positive visual diversity by providing public viewing opportunities where possible.

PUBLIC ART

- GOAL SH D-23** Encourage various art forms and public displays of art as a means to invoke appreciation and thought.
 - SH D-23.1** The incorporation of artwork in the South Hill community helps articulate diverse social values and enhances the aesthetic qualities of the natural and built environment.
 - SH D-23.2** Encourage the use of artwork as a means of introducing beauty and thought into the common day.
 - SH D-23.3** Provide incentives for development to include public artwork.
 - SH D-23.4** Work with local art groups for the display of art.
 - SH D-23.5** Partner with the school districts and Pierce College for artistic display.
 - SH D-23.6** Recognize important community figures when dedicating public art.
 - SH D-23.7** Work with the school districts and local artists to develop a community logo.

SOUTH HILL ENTRANCES

- GOAL SH D-24** Provide design concepts and policies that will create attractive entrances to the South Hill community.
- SH D-24.1** Create identifiable boundaries, entries, and gateways for South Hill the community and its neighborhoods so that residents, workers, and visitors know they are entering the community.
- SH D-24.2** Provide distinctive designs at the edges of or entrances to South Hill the community.
- SH D-24.3** Use a variety of measures to create distinct entrances, e.g., landscaping, tree planting, graphics, signage, lighting, monuments, brick pavers, colored or stamped concrete, and public art.
- SH D-24.4** Recognized entries consisting of tree plantings, landscaping, special architectural features, and signage should be established at the following locations to create entrances into the community:
- SH D-24.4.1** 116th or 120th Street East and Meridian Avenue East;
 - SH D-24.4.2** 116th Street East and 94th Avenue East;
 - SH D-24.4.3** 176th Street East and Meridian Avenue East;
 - SH D-24.4.4** 112th Street East and Woodland Avenue East;
 - SH D-24.4.5** 128th Street East and Woodland Avenue East;
 - SH D-24.4.6** Military Road East from the Orting Valley;
 - SH D-24.4.7** SR-512 and 70th Avenue East;
 - SH D-24.4.8** 176th Street East and 86th Avenue East;
 - SH D-24.4.9** 160th Street East and 70th Avenue East;
 - SH D-24.4.10** 116th Street East and 86th Avenue; East
 - SH D-24.4.11** 122nd Street East and 110th Avenue East; and
 - SH D-24.4.12** 112th Street East and Shaw Road East.
- SH D-24.5** Pierce County shall support and assist the community in developing and maintaining the entrances.
- SH D-24.5.1** Support and assistance may be in the form of grant writing, developing a landscape plan, working with the business community, and other methods to solicit interest in the development of the entrances.

DESIGN STANDARDS AND REGULATIONS REVISIONS

- GOAL SH D-25** Outline the regulatory measures that will accompany the plan and identify potential missing items.
- SH D-25.1** Identify regulatory measures necessary to achieve the desired visions and goals of the South Hill Community Plan.
 - SH D-25.2** Develop flexible and understandable design standards and guidelines to achieve the goals set forth in the Community Character Element of this plan.
 - SH D-25.2.1** The design standards and guidelines shall be flexible and offer the end user a menu of choices that achieve the desired outcomes.
 - SH D-25.2.2** The design standards and guidelines shall be easy to understand and implement.
 - SH D-25.2.3** Develop flexible design standards and a menu of choices to connect new developments to other neighborhoods and community assets.
 - SH D-25.2.4** Design standards shall provide a menu of choices for providing connections.
- ~~**GOAL SH D-26** Ensure regulatory amendments that implement this community plan are completed.~~
- ~~**SH D-26.1** Community residents, business representatives, and the County should work diligently to identify and remove barriers to achieving the policies and action steps listed throughout this element.~~
 - ~~**SH D-26.2** The County shall revise parking regulations to:
 - ~~**SH D-26.2.1** Allow shared parking facilities;~~
 - ~~**SH D-26.2.2** Reduce the number of spaces required; and~~
 - ~~**SH D-26.2.3** Allow on-street parking for minor arterials and residential streets.~~~~
- ~~**GOAL SH D-27** Create a community group that is responsible for the implementing actions contained within the community plan.~~
- ~~**SH D-27.1** Ensure a community group is put into place or assigned the duty of implementing the actions of the community plan.~~
 - ~~**SH D-27.2** The South Hill Land Use Advisory Commission should be responsible for coordinating and implementing the short, mid, and long term actions of the community plan.~~
 - ~~**SH D-27.3** Consider expanding the South Hill Advisory Commission or assigning subcommittees to complete the tasks, monitor the plan, and request amendments.~~

IMPLEMENTING ACTIONS

The following is a list of actions that need to be completed in order to implement the policies contained within this plan. They are arranged according to the timeframe within which each

should be completed: short, medium, or long term. Short-term actions should occur within one year of plan adoption update. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption update. The parties responsible for leading the effort to complete the action item are listed in parenthesis following the action. Actions are assigned to the South Hill Advisory Commission (SHAC), Pierce County Planning and Public Works Land Services (PPWALS), Pierce County Economic Development (EGD), Pierce County Parks and Recreations (Parks), Pierce County Public Works (PW), Airport Advisory Committee (AAC), Thun Field Advisory Commission (TFAC), and Tacoma-Pierce County Health Department (TPCHD).

SHORT TERM ACTIONS

- ~~1. Develop and adopt flexible, incentive-based regulations that provide bonus densities when natural site characteristics are preserved beyond standard requirements or low impact development techniques are utilized. (PALS, SHAC)~~
- ~~2. Develop and adopt incentive-based regulations for residential developments that cluster housing and preserve a significant area of open space. (PALS, SHAC)~~
- ~~3. Develop and adopt flexible regulations requiring adequate recreational areas for residential developments to ensure recreational areas are landscaped with native vegetation. (PALS, SHAC)~~
- ~~4. Develop and adopt incentives for small lot development. Amenities must be provided to mitigate for impacts. (PALS, SHAC)~~
5. Develop and adopt regulations that integrate single-family homes into areas that allow for high-density apartments. (PPWALS, SHAC)
6. Develop flexible regulations that allow options for vegetation plantings instead of fences. (PPWALS)
7. Develop and implement a landscape plan for Meridian Avenue. (PPWALS, WSDOT)
8. Work with the South Hill Land Use Advisory Commission to implement the community plan. (PPWALS)
9. Amend parking standards to:
 - allow on-street parking for minor arterials and residential streets; and
 - ensure senior housing does not require the same amount of parking as other residential uses. (PPWALS)
- ~~10. Develop and adopt criteria that would permit pole signs in hardship circumstances. (PALS, SHAC)~~
- ~~11. Within one year of plan adoption, complete an inventory of the location and condition of all billboards within South Hill. (PALS)~~

- ~~12. Within one year of plan adoption, review and recommend revisions to the design standards for the Mixed Use District (MUD) and Employment Center (EC) zones if necessary. (PALS, SHAC, AAC, PW)~~
13. Inventory existing business signs for location and condition. (PPWALS)
- ~~14. Investigate the possibility of increasing the bond amount for landscaping to ensure landscaping is planted. (PALS, PW, SHAC)~~
15. Investigate the possibility of allowing rear yard alley access development in Pierce County. Alleys should be constructed for one-way traffic to reduce impervious surfaces. (PPWALS, PW, SHAC)

MID-TERM ACTIONS

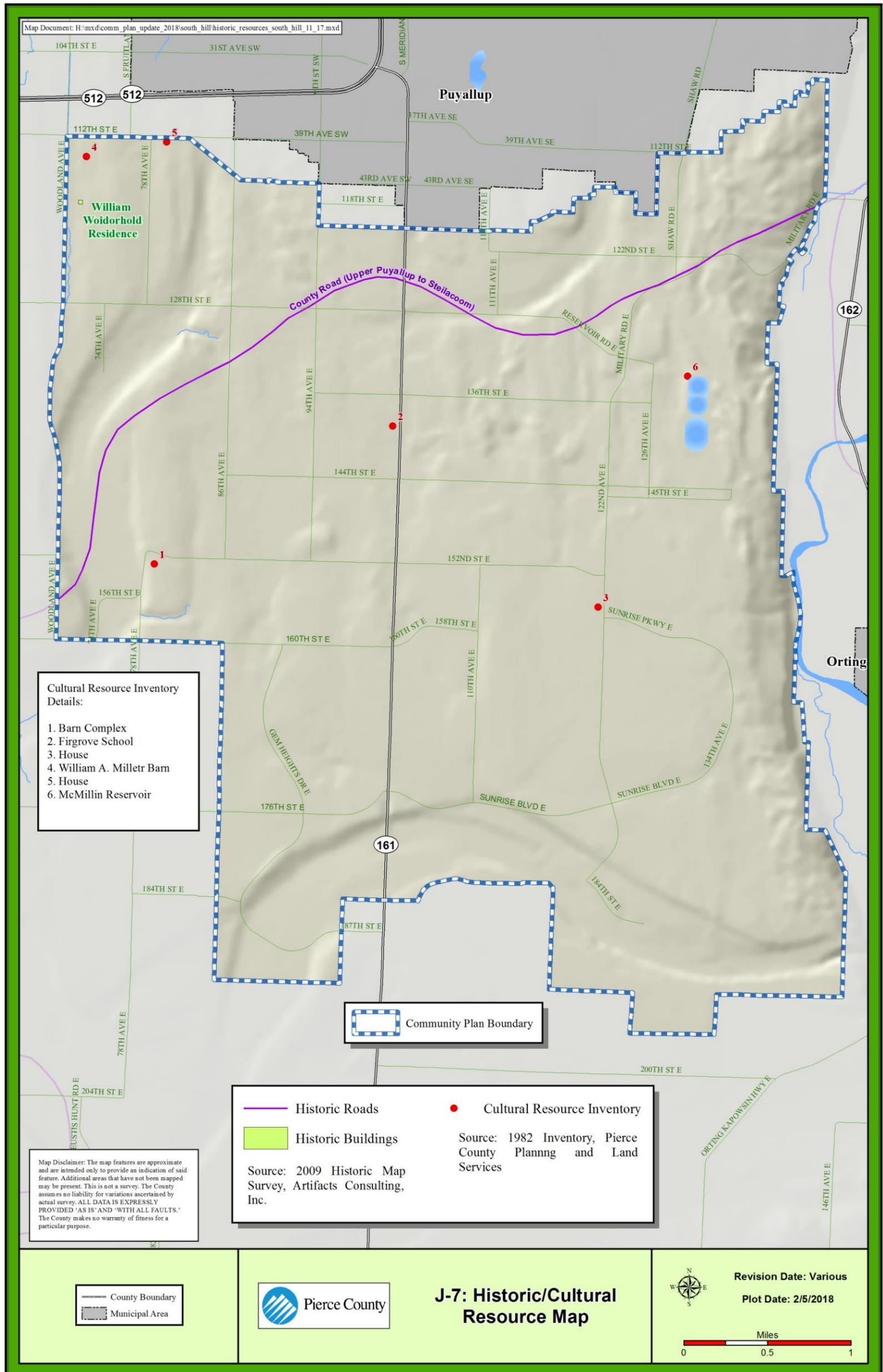
1. Develop and adopt an incentive-based regulatory program that promotes alternative energy sources and design. (PPWALS, SHAC)
2. Amend Title 18 to require design standards for cell towers. (PPWALS, SHAC)
3. Develop and adopt a preferred conceptual streetscape layout for the Central Place Centers:
 - provide incentives for the implementation of the site layout; and
 - permit deviation to the conceptual layout if specific design criteria are met. (PPWALS, SHAC)
- ~~4. Research and pursue a possible site for the Blyton Farm cabin (Historical Society, SHAC)~~
5. Work toward the creation of community entrances at identified locations. (PPWALS, SHAC)
6. Facilitate landscaping and maintenance improvements along Meridian Avenue East through coordination and cooperation with community service organizations and the business community. (PPWALS, SHAC, Community Development ED, WSDOT)
- ~~7. Explore the possibility of creating a local park or recreation district whereby a fee may be contributed to the district in lieu of constructing an on-site facility. (PALS, Parks, SHAC)~~

LONG TERM ACTIONS

1. Work with appropriate agencies to establish a scenic vista area at the landfill site. (PPWALS, Pierce County Recycling, Composting and Disposal, SHAC)
2. Establish a scenic viewpoint near 156th and Meridian. (PPWALS, SHAC)
3. Develop and adopt an incentive program to include art into developments. (PPWALS, SHAC)
4. Expand community awareness and identity through:

- working with community groups to develop spring or summer festival
 - establishing a farmer's market
 - distributing community information through local schools. (SHAC)
5. Pursue the opportunity to link the South Hill Heritage Corridor with the Naches Trail. (Historical Society, SHAC)
 6. Work with the local school districts to integrate South Hill history into the curriculum. (Historical Society, SHAC)

Map J-7: Cultural and Historic Resources



Chapter 4: ~~Natural Environment~~ Economic Element

INTRODUCTION

The Economic Element of the South Hill Community Plan builds upon the current economic strength of the community and strengthens the role of South Hill as a provider of regional commercial, health, and civic services.

The economic strength of South Hill is rooted in its ability to provide commercial, health, and civic services not only to both local residents but also to and those who reside in the rural communities located to the south and east of the Hill. Many citizens who live in Graham, Eatonville, Nisqually, and Orting purchase goods from commercial businesses located along Meridian



Traditional strip malls will transition to pedestrian friendly commercial nodes that meet design standards.

Avenue East. ~~The regional services provided along Meridian Avenue encompass not only commercial uses, but health and civic services as well. The community plan continues to strengthen the role of South Hill as a provider of regional commercial, health, and civic services.~~

The community plan emphasizes quality of commercial uses over quantity. Design standards emphasize landscaping, marked pedestrian pathways to and from businesses as well as through parking lots, building variation, sign design, and lighting. Improving the appearance of the buildings which provide the pedestrian the ability to safely move about within the center will change and strengthen Meridian Avenue East over time.

While the local residents are satisfied with the current South Hill economy, there are some changes they would like to see occur, particularly along Meridian Avenue East. Over time, the citizens would like to see Meridian Avenue East restructured into distinct, identifiable Centers connected by a transit-oriented Corridor.

DESCRIPTION OF CURRENT CONDITIONS

~~Many residents of South Hill commute out of the immediate community for employment. Thus, South Hill is largely known as a bedroom community, i.e., a community where many people live but not necessarily work. While this situation is one of the contributing factors to traffic problems, it is very difficult to change. The Community Planning Board recognized the difficulty in trying to shift the local economy to one of manufacturing particularly when situated next to~~

Frederickson and the locational amenities that area offers to traditional industry. The Board also discussed the possibility of focusing investments and energy toward high-tech industries. However, attracting high-tech industries is a very competitive market. The plan allows for high-tech industries and employment but does not rely on them.

INDUSTRY AND EMPLOYMENT

Reflective of a bedroom community, employment located in the South Hill area is heavily concentrated in the retail trade and services sectors, with nearly 78% of all employment in those two sectors. Using location quotients, which compare an area's concentration of a given factor to that of a larger area (such as the nation, a state, or a region), Table J-6 shows employment concentrations in South Hill in comparison to Washington State and Pierce County. A location quotient greater than 1 indicates a high concentration sector, a location quotient less than 1 indicates low concentration. Put another way, areas with a high location quotient in a sector may have a locational advantage for that sector. Relative to the State, South Hill has a higher concentration of employment in the construction, finance, insurance and real estate (FIRE), and retail sectors. Relative to Pierce County, South Hill has higher concentrations of employment in construction, FIRE and retail trade. The area has substantially lower concentrations than the State and Pierce County in agriculture, forestry and fishing, manufacturing and wholesale trade.

Table J-6: Employment Concentrations Comparison

Industry	1999 Total Firms	1999 Avg Monthly Employed	% of Employed	Location Quotient (State)	Location Quotient (County)	1999 Avg Annual Wage	1999 Total Wages Paid
Ag-Forest-Fishing	11	56	0.6	0.17	0.40	\$16,438	\$920,527
Construction	153	925	9.4	1.73	1.54	32,649	\$30,200,088
Fin.-Ins.-Real-Est.	119	763	7.8	1.53	1.44	22,537	\$17,195,563
Manufacturing	25	245	2.5	0.18	0.24	46,317	\$11,347,683
Retail Trade	279	5,257	53.4	2.99	2.70	9,331	\$49,050,768
Services	462	2,402	24.4	0.91	0.88	2,995	\$7,193,548
Trans-Comm-Public Utilities	*	*	*	*	*	*	\$3,545,204
Wholesale Trade	51	196	2.0	0.35	0.40	12,606	\$2,470,687
Total	1,100	9,844					

An * indicates data has been suppressed to protect firm(s) identity)

Source: Washington State Employment Security Department; Pierce County Department of Community Services

In terms of numbers of firms, retail trade, the sector with the highest employment, is fairly diversified with eating places and grocery and food stores representing 28% of all firms in the sector. Table J-7 shows the rank by number of firms for the top ten retail trade clusters.

Table J-7: Top Ten Retail Trade Clusters in Pierce County

1 Eating places	6 Miscellaneous retail stores
2 Grocery and food stores	7 Auto supply stores
3 Home furnishing & electronics stores	8 Car dealers
4 Clothing stores	9 Gift, novelty, and souvenir shops
5 Hardware and building materials	10 Sporting goods stores and bicycle shops

Source: U.S. West Phone Disk, 1998

WORK FORCE

Work force participation and employment in the South Hill area is similar to the rest of Pierce County; however, there is a smaller proportion of persons in the armed forces, and a larger proportion of people overall in the work force.

Table J-8: Work Force Participation and Employment

	South Hill Count	South Hill %	Pierce County Count	Pierce County %
Armed Forces	507	1.18%	16,847	3.17%
Civilian Employed	28,957	67.44%	314,158	59.14%
Not Employed	1,432	3.34%	21,672	4.08%
Not in Workforce	12,042	28.05%	178,538	33.61%

Source: U.S. Census, 2000

The South Hill work force has a moderately higher level of educational attainment than the Pierce County workforce as a whole. As shown in Table J-9, the area has similar concentrations of people with high school education through bachelor's degree, but smaller proportions of people with less than a high school diploma and those with graduate degrees.

Table J-9: Education Attainment

	South Hill Count	South Hill %	Pierce County Count	Pierce County %	Relative Education
8th or less	616	1.7	14,874	3.36	0.5-1
9-12, No diploma	2,793	7.72	43,251	9.77	0.79
High School	11,113	30.71	131,810	29.78	1.03
Some College	10,781	29.79	125,820	28.42	1.05
Associate's Degree	3,219	8.89	35,749	8.08	1.10
Bachelor's Degree	5,200	14.37	60,536	13.68	1.05
Master's Degree	1,808	5.00	20,620	4.66	1.07
Professional	472	1.30	7,228	1.63	0.80
Ph.D.	190	0.52	2,777	0.63	0.84

Source: U.S. Census, 2000

Table J-10 shows that the South Hill work force is roughly similar to Pierce County as a whole in terms of occupations, with the exception that there is a considerably lower concentration of people in farming, forestry and fishing occupations.

Table J-10: Occupations

	South Hill Count	South Hill %	Pierce County Count	Pierce County %	Relative Occupations
Mgmt, Prof./Related	9,029	31.18	94,546	30.10	1.04
Service	3,715	12.83	51,126	16.27	0.79
Sales & Office	11,132	38.44	84,105	26.77	1.44
Ag-Forest-Fishing	50	0.17	1,683	0.54	0.32
Const.-Extraction-Maint.	3,331	11.50	35,334	11.25	1.02
Prod. Trans. Material Moving	4,376	15.11	47,364	15.08	1.00

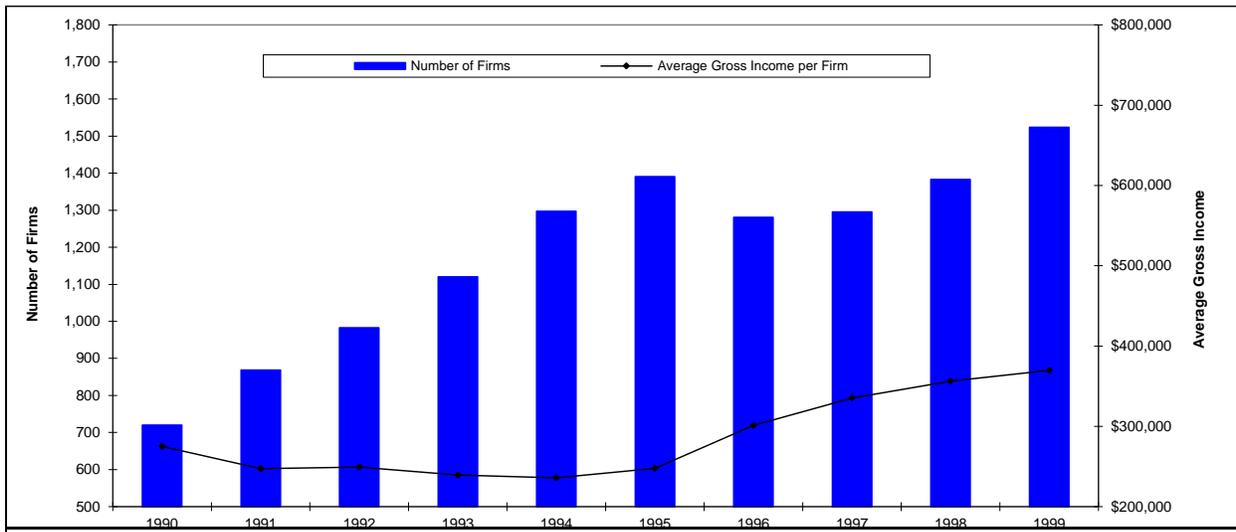
Source: U.S. Census, 2000

FIRMS

The number of businesses reporting tax information from the South Hill area increased steadily through the 90's. While the number of businesses increased, there was some lag time before gross business income showed a corresponding increase. Average gross income per firm declined somewhat in the period from 1990-1995, then showed strong growth from 1995 through 1999, but has begun to level off at the higher rate (Figure J-19).

The size of firm data shows that 43% of firms in the South Hill area have 1-4 employees, and another 19% report no employees (Table J-11). Those 62% of firms represent approximately 10% of the area's employment and provide about 8% of the area's wages. Two firms employ 250 people or more and account for 18% of the employment and 23% of the wages paid in the area. Firms that employ between 5 and 249 people make up 38% of all firms and provide 72% of the area's employment and 69% of the wages.

Figure J-19: Average Gross Income, 1990 to 1999



Source: Washington State Department of Revenue

Table J-11: Size of Firm Data

Size of Firm	Firms	Employees	Wages
0 Employees	245 18.9%	245 1.8%	349,415 0.5%
1-4 Employees	561 43.2%	1,113 8.1%	5,780,642 7.5%
5-9 Employees	229 17.6%	1,527 11.1%	8,126,468 10.6%
10-19 Employees	141 10.9%	1,899 13.8%	10,057,762 13.1%
20-49 Employees	81 6.2%	2,438 17.7%	13,112,184 17.1%
50-99 Employees	21 1.6%	1,470 10.7%	6,908,719 9.0%
100-249 Employees	18 1.4%	2,642 19.2%	14,535,674 19.0%
250+ Employees	2 0.2%	2,451 17.8%	17,822,839 23.2%

DESCRIPTION OF DESIRED CONDITIONS

For the most part, the local residents are satisfied with the current South Hill economy. However, there are some changes they would like to see occur, particularly along Meridian Avenue. ~~Error! Reference source not found.~~ was developed during the visioning process.

Over time, the citizens would like to see Meridian Avenue restructured into distinct, identifiable centers. Each center is intended to serve a particular market and follow design standards that support the uses within that center. The community plan recognizes a need for four types of centers: regional, community, neighborhood, and central place. Regional centers are intended to serve communities surrounding South Hill and are designed for auto-oriented uses such as very large grocery stores, carpet sales, or building materials and garden supplies. Regional centers within the community plan are designated Mixed Use Districts (MUD). Community centers are intended to serve the citizens of the South Hill community for goods and services that are typically sought on less than a daily or perhaps weekly basis. Clothing stores, mid-size groceries, and restaurants are found in the designated Community Centers. These centers are designed for both pedestrian and auto uses by ensuring sidewalks are constructed from surrounding neighborhoods to the buildings, marked pedestrian pathways are provided through parking lots, and sufficient landscaping is provided to allow pedestrians a greater comfort level.



Traditional strip malls will transition to pedestrian friendly commercial nodes that meet design standards.

Neighborhood centers are a new concept to South Hill, but are intended to allow for very small-scale commercial businesses to meet daily needs. Neighborhood centers are located in residential neighborhoods and allow uses such as espresso businesses, dry cleaning, accounting, or tax offices. Because of the location within residential neighborhoods, these centers have restricted hours of operation and strict prohibitions on the sales of tobacco, alcohol, and gasoline. Finally, the community identified a need for a central place, a place that provides a center of the community and is alive with activity. These areas are designated Community Center, but are zoned Urban Village. Uses within this area are intended to be pedestrian dependent and designed with plazas, artwork, and pathways.

Are the goals and objectives of the community plan realistic for Meridian? The commercial real estate market changes as the population increases in the community. This change brings commercial real estate investors speculating on future needs. The scarcity of vacant commercial properties entices investment in older commercial buildings with low improvement values. When the local economy warrants, it is feasible for investors to demolish existing building and construct more profitable commercial complexes. This redevelopment offers an



A central place (Urban community and providing gathering space.

opportunity to the community to influence a change in the commercial landscape. Economic development is more likely to occur when a specific area or areas are targeted for financing, capital improvements, civic projects, or redevelopment. These districts (along Meridian) are expected to form the basis for moving South Hill from a suburban

community without a sense of place to a community with a sense of place. The community, business owners, and County should recognize that transformation of the areas will take time and commitment.

The policies guide the type and location for new commercial establishments. Strong emphasis is placed on the survival of small independent businesses. The past growth of South Hill has brought with it large scale retail businesses that are considered as one-stop shopping. These types of businesses draw their customer base from smaller scale independent stores. The result is financially struggling businesses. Businesses can overcome these struggles through providing a shopping experience not available at typical larger scale establishments. The shopping experience encompasses customer service, product selection, and ambiance. Smaller businesses may need assistance through this transformation that is necessary for survival. And it is important for these businesses to survive through time they have become part of the community's identity.

The community plan is a documentation of community goals and desires. With the business community working closely with citizens and interest groups to implement the community plan, improvements can be identified and implemented.

ECONOMIC GOALS

The commercial real estate market changes as the population increases in the community. This change brings commercial real estate investors speculating on future needs. The scarcity of vacant commercial properties entices investment in older commercial buildings with low improvement values. When the local economy warrants, it is feasible for investors to demolish

existing buildings and construct more profitable developments. This provides an opportunity to the community to influence a change in the commercial landscape.

Economic development is more likely to occur when a specific area or areas are targeted for financing, capital improvements, civic projects, or redevelopment. Establishing Centers and a transit-oriented Corridor along Meridian Avenue East are expected to form the basis for making South Hill a community with a well-defined sense of place. The community, business owners, and County should recognize that the transformation will take time and commitment.

Policies guide the type and location for new commercial establishments. Strong emphasis is placed on enabling the survival of small, independent businesses. Past growth has brought large-scale retail businesses that are considered one-stop shopping. These types of businesses draw their customer base from smaller-scale independent stores, resulting in financial struggles for other businesses. Businesses can overcome these struggles through providing a shopping experience not available at typical larger-scale establishments, emphasizing customer service, product selection, and ambiance. Smaller businesses may need assistance through this transformation that is necessary for survival. It is important for these businesses to survive – through time they have become part of the community's identity.



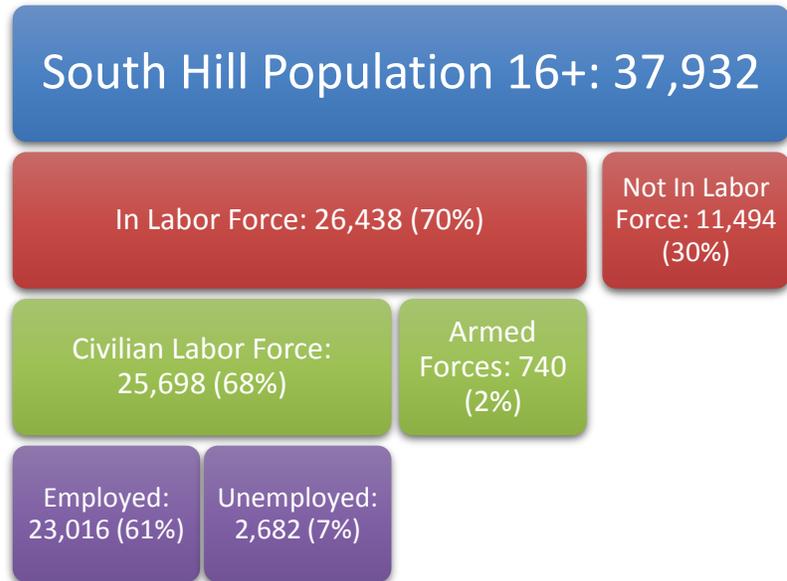
Establishing Centers in South Hill will create focal points for the community and provide unique shopping experiences, civic activities and gathering spaces.

INDUSTRY AND EMPLOYMENT

LABOR FORCE PARTICIPATION

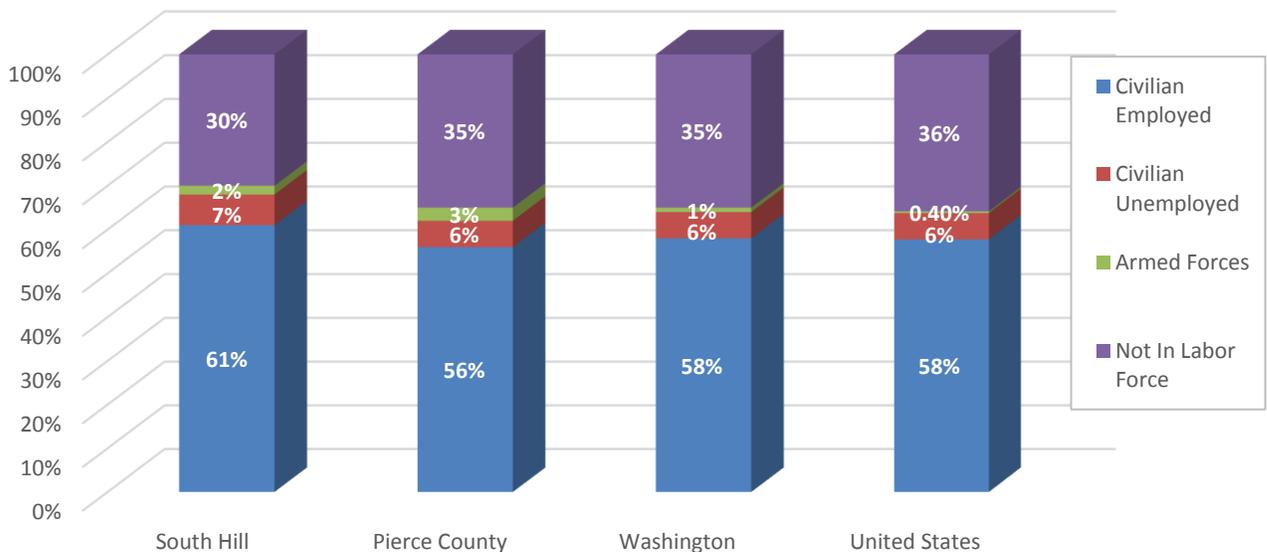
With a labor-force participation rate at 70%, residents of the South Hill Community Plan area are more engaged in the workforce than are U.S., Washington, and Pierce County residents on average. The unemployment rate is somewhat above the average for other areas, which is likely explained by the significantly higher labor-force participation. The impact of JBLM can also be seen with Armed Forces employment higher than both Washington and the United States on average.

Figure J-20: South Hill Labor Force Participation



Source: US Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Figure J-21: Labor Force Participation Comparison by Geography



Source: US Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

EDUCATION

Educational attainment of the South Hill population is similar to the rest of Pierce County, with a lower percentage of people 25-years and older having attained less than a high school education. As with Pierce County as a whole, compared to Washington and the U.S., area residents tend to have a higher portion of people with “some college, no degree” and those who have received an Associate’s degree, and lower rates for having received a Bachelor’s or advanced degree.

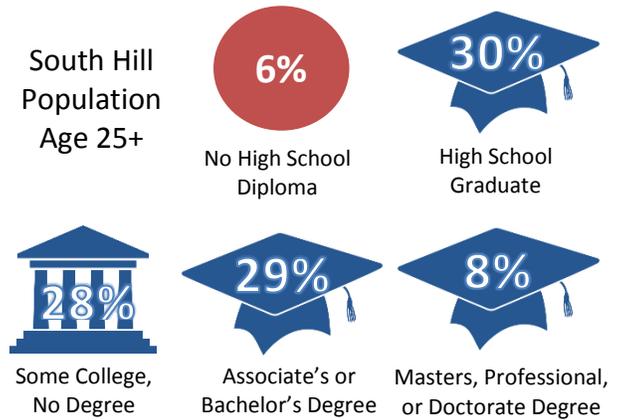
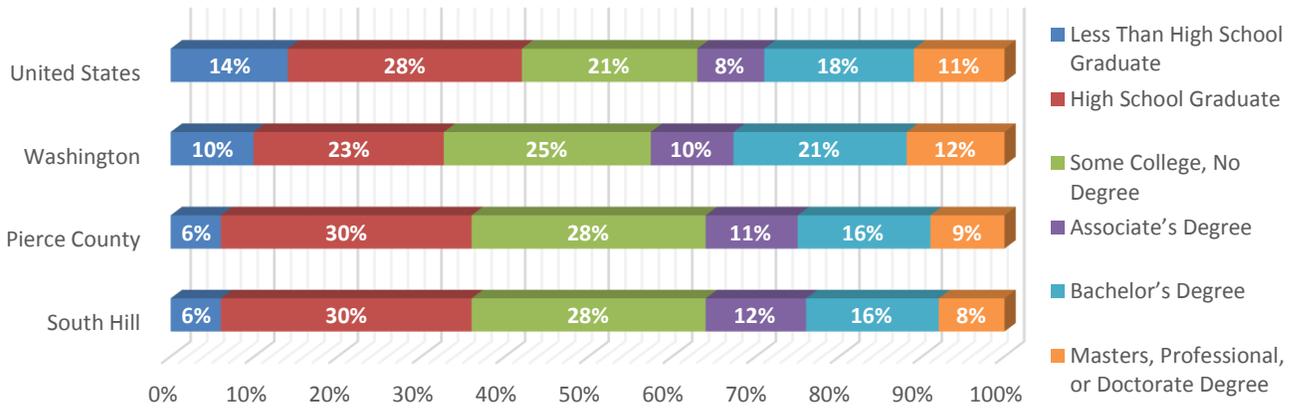


Figure J-22: Educational Attainment Comparison by Geography

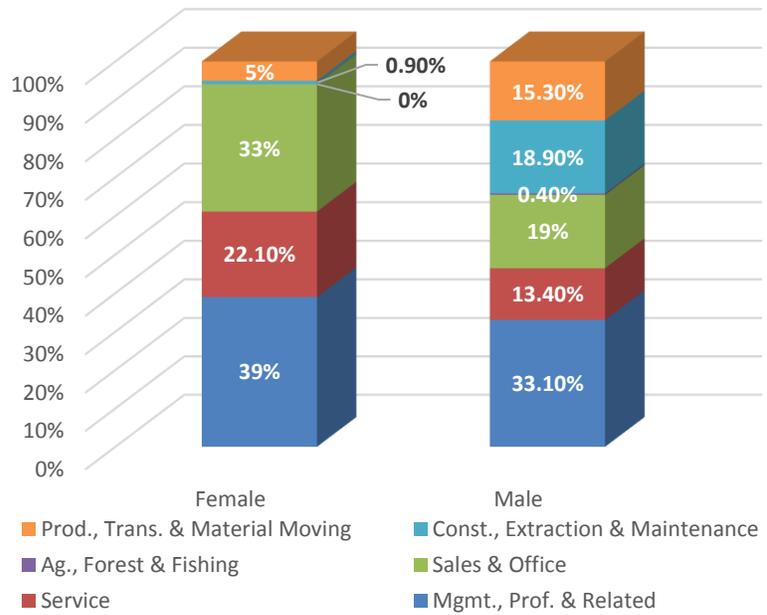


Source: US Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

OCCUPATIONS

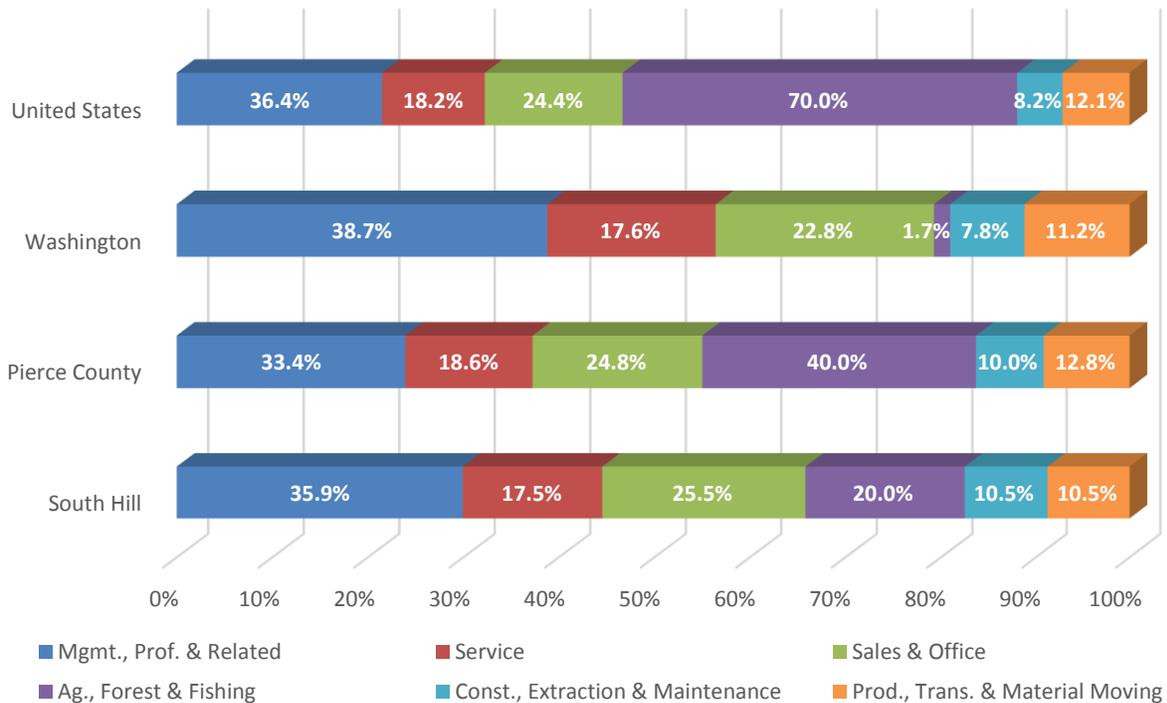
Comparing occupations for the total South Hill employed civilian population shows the area is very similar to the comparison areas. Within that population there are stark differences according to gender. Women are much more likely than men to work in Management, Professional and Related occupations, Service jobs or Sales and office, whereas men are much more likely to work in Construction, Extraction and Maintenance or Production, Transportation and Material Moving. Very few people are employed in Agriculture, Forestry or Fishing.

Figure J-23: South Hill Occupation Comparison by Sex



Source: US Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

Figure J-24: Occupation Comparison by Geography

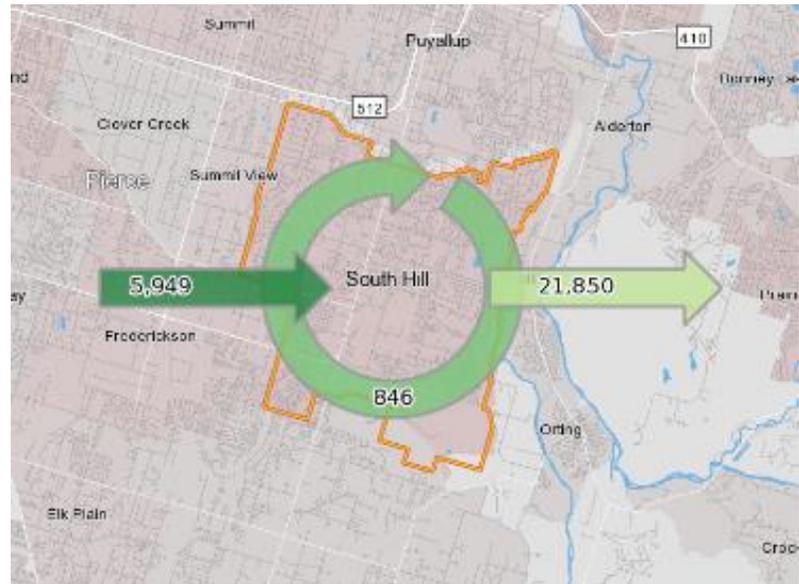


Source: US Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

COMMUTING

Like much of the Pierce County labor force, residents of South Hill spend a lot of time commuting to work. Residents are much less likely to have a commute shorter than 15 minutes, and more likely to spend 30 minutes or more traveling to work. Only a small portion of the people who live in South Hill actually work within the plan area. Only about 12% of the jobs located in the plan area are filled by people living there, and of the employed population, only about 4% work in the area, with the other 96 percent commuting out of South Hill.

Figure J-25: South Hill Commute Pattern



Source: US Census Bureau, LEHD On The Map

Figure J-26: South Hill Commute Times

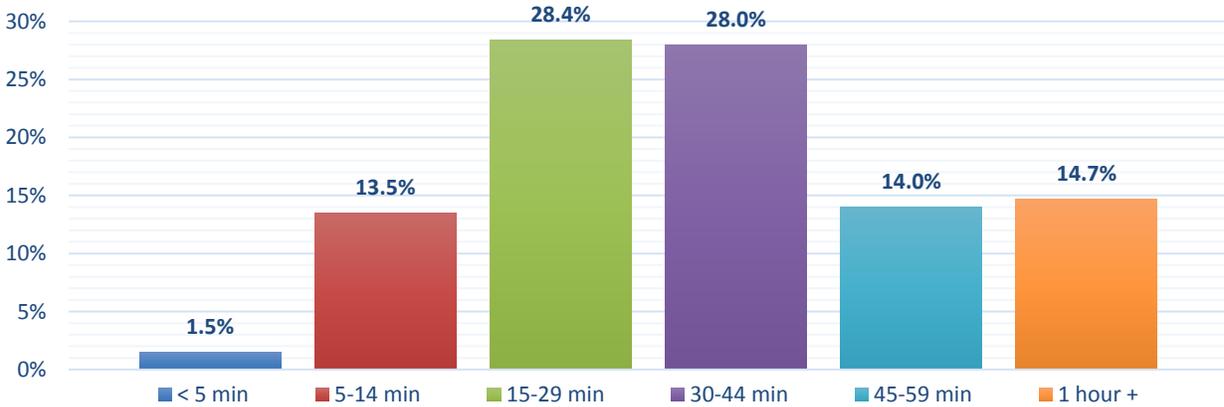


Table J-12: Commute Times Comparison by Geography

Time to Work	South Hill	Pierce County	Washington	United States
< 5 minutes	1.5%	2.5%	3.1%	3.2%
5-14 minutes	13.5%	19.2%	23.4%	24.3%
15-29 minutes	28.4%	34.6%	36.9%	36.4%
30-44 minutes	28.0%	22.6%	20.7%	20.2%
45-59 minutes	14.0%	9.9%	7.8%	7.7%
1 hour+	14.7%	11.1%	8.1%	8.3%

Source: US Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

INDUSTRIES

The largest share of jobs in the South Hill area are in the Service and Retail industries, accounting for about 83% of all jobs located there. Less than 2% of jobs in the plan area are in Manufacturing. By contrast, about 59% of employed residents work in the Retail and Services industries, while nearly 11% work in Manufacturing.

Table J-13: South Hill Covered and Industry Employment

Industry	2014 Covered Employment ¹		Industry Employment for Employed Civilian Population ²	
	Count	Percent	Count	Percent
Const/Res	480	5.6%	1,946	8.5%
FIRE	304	3.6%	1,345	5.8%
Manufacturing	120	1.4%	2,464	10.7%
Retail	1,631	19.1%	2,964	12.9%
Services	5,488	64.1%	10,639	46.2%
WTU	231	2.7%	544	2.4%
Government	307	3.6%	1,559	6.8%
Total	8,561	100.0%	23,016	100.0%

¹Source: Puget Sound Regional Council; Washington State Employment Security Department

²Source: US Census Bureau, 2010-2014 American Community Survey 5-Year Estimates

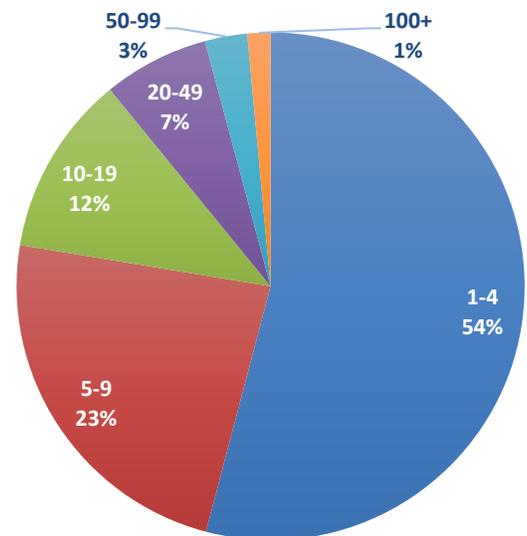
BUSINESS SIZE

Less than 2% of business establishments in the South Hill plan area have 100 or more employees, and over half have 4 or fewer.

Table J-14: South Hill Number of Firms by Employees

Employer Size	Count	Percent
1-4	442	54.1%
5-9	192	23.5%
10-19	94	11.5%
20-49	55	6.7%
50-99	22	2.7%
100+	12	1.5%
Total	817	100.0%

Figure J-27: South Hill Business Size



Source: Puget Sound Regional Council; Washington State Employment Security Department

RETAIL SALES

The recent “Great Recession” is reflected in retail sales statistics. The number of establishments reporting taxable retail sales from the South Hill plan area peaked in 2007 at 1,549, and then declined to 1,431 in 2012. The impacts of the recession can also be seen in the year-over-year change in taxable sales per reporting establishment, with a 36% decline from the pre-recession peak to the low point in 2011. Through 2014, sales per reporting establishment was about 85% of its 2007 high.

Table J-15: South Hill Taxable Retail Sales

Year	Taxable Retail Sales	Retail Establishments	Sales Per Establishment	Year-Over Change
2001	\$243,959,527	1,298	\$187,950	
2002	\$251,290,601	1,323	\$189,940	1.1%
2003	\$266,018,303	1,426	\$186,549	-1.8%
2004	\$301,467,979	1,425	\$211,556	13.4%
2005	\$364,011,470	1,482	\$245,622	16.1%
2006	\$410,682,794	1,549	\$265,128	7.9%
2007	\$426,762,817	1,535	\$278,021	4.9%
2008	\$339,131,756	1,462	\$190,684	-16.6%
2009	\$268,483,704	1,408	\$182,227	-17.8%
2010	\$266,597,671	1,463	\$177,403	-4.4%
2011	\$257,944,253	1,454	\$192,617	-2.6%
2012	\$275,634,608	1,431	\$210,609	8.6%
2013	\$313,385,537	1,488	\$210,609	9.3%
2014	\$351,541,268	1,477	\$238,010	13.0%

Source: Washington State Department of Revenue

RETAIL CLUSTERS

The largest portion of retail establishments in the South Hill plan area are classified as “Miscellaneous Store Retailers,” and represent about 22% of all retail outlets. When combined with “Clothing and Accessories,” “Food and Beverage” and “Motor Vehicle and Parts,” together they represent over half of all retail establishments in South Hill.

Table J-16: South Hill Retail Clusters

NAICS	Description	Count	%
453	Misc. Store Retailers	232	21.78%
448	Clothing and Accessories Stores	150	14.08%
445	Food and Beverage Stores	107	10.05%
441	Motor Vehicle and Parts Dealers	103	9.67%
451	Sporting Goods, Hobby, Book, and Music Stores	94	8.83%
443	Electronics and Appliance Stores	73	6.85%
444	Building Material & Garden Equip. and Supplies Dealers	73	6.85%
446	Health and Personal Care Stores	62	5.82%
442	Furniture and Home Furnishing Stores	60	5.63%
454	Non-store Retailers	58	5.45%
452	General Merchandise Stores	33	3.10%
447	Gasoline Stations	20	1.88%
Total Retailers		1,065	100.00%

Source: Dunn & Bradstreet

ECONOMIC DEVELOPMENT POLICIES

GOALS

We envision a variety of retail, commercial, professional services, and organizations established to meet the needs of both the residents of South Hill and the surrounding region. Meridian Avenue East will be restructured to concentrate commercial, office, and high density residential uses within designated districts. Thun Field will be an employment area providing a variety of employment and training opportunities related to aviation and light manufacturing. We foresee that adequate infrastructure, training opportunities, and coordinated marketing strategies will support this economic development.

GENERAL

- GOAL SH EC-1** Identify factors that cultivate South Hill as a community reliant upon a vibrant commercial base and attractive residential areas.
 - SH EC-1.1** Build upon the strengths of South Hill.
 - SH EC-1.2** Recognize the strength of the South Hill economy lies in providing commercial services for South Hill citizens and residents of rural Pierce County.
 - SH EC-1.3** Support and strengthen this economy by improving the function and look of existing commercial areas through design standards.
 - SH EC-1.4** Maintain South Hill as a quality residential community by improving livability factors of connections, amenities, and aesthetics.

BUSINESS AND EMPLOYMENT GROWTH

- GOAL SH EC-2** Strengthen the businesses and relationships between businesses in South Hill to create small commercial opportunities for residential neighborhoods and to ensure more unity between businesses and the South Hill community.
 - SH EC-2.1** Encourage strong, cohesive business leadership that is an integral and stabilizing part of the community and is committed to improving the economic viability and aesthetic quality of commercial areas in South Hill.
 - SH EC-2.2** Facilitate the formation of a local South Hill business group to focus efforts on strengthening and improving business development.
 - SH EC-2.3** Inform business owners of the goals of the community plan and how local businesses may benefit from enacting the goals.
 - SH EC-2.4** Organize a business forum to discuss the formation of a single business improvement district for South Hill or several business improvement districts for each distinct business district as identified in the Land Use Element.

- SH EC-2.5** Develop marketing strategies that can increase patronage of South Hill businesses.
- SH EC-2.6** Assist businesses in marketing by:
 - SH EC-2.6.1** Organizing a business fair to spotlight the unique goods and services available on South Hill;
 - SH EC-2.6.2** Developing/maintaining a business website that profiles South Hill businesses;
 - SH EC-2.6.3** Coordinating business workshops;
 - SH EC-2.6.4** Publishing a South Hill business directory;
 - SH EC-2.6.5** Creating a referral network among businesses in South Hill;
 - SH EC-2.6.6** Working with the local media to highlight small, unique businesses in the South Hill community; and
 - SH EC-2.6.7** Facilitating common promotion campaigns.
- SH EC-2.7** Coordinate efforts with the Pierce County Economic Development Board and various business organizations, including the East Pierce County Chamber of Commerce, to actively recruit professional and technical businesses to locate within the community plan area.
- SH EC-2.8** Establish a relationship with local community and technical colleges that can assist with specialized training needs and workforce recruitment. These relationships provide future opportunities for the placement of graduates in the job market in the community.
- GOAL SH EC-3** Explore alternatives for local businesses to fund physical improvements and marketing strategies.
 - SH EC-3.1** Develop an informative outreach program to work with businesses to integrate design standards into business sites. Such improvements may include landscaping, signage, awnings, facade restoration, building painting, and other items as found in the design standards.
 - SH EC-3.2** Work with the County to obtain grant funding for physical improvements to each business district such as lighting, landscaping, signage, awnings, facade restoration, building painting, and other items as found in the design standards.
 - SH EC-3.3** Pierce County shall facilitate renovation projects that are brought into conformance with the design standards by developing a fast-track permit and review process.
 - SH EC-3.4** Explore public/private partnerships in the redevelopment and restructuring of Meridian Avenue East.
- GOAL SH EC-4** Work in partnership with Pierce County, developers, existing businesses, and citizens to induce overall improvements to Meridian Avenue East.
 - SH EC-4.1** Ensure Meridian Avenue East continues to serve the needs of the community while creating a consumer-friendly atmosphere and protecting the natural environment.

SH EC-4.2 Recognize that a more natural visual streetscape, resulting from the application of low intensity uses to areas along Meridian Avenue East containing numerous environmental constraints, can provide an economic benefit to the community.

SH EC-4.3 In ~~districts defined in the Land Use Element~~ Centers, transition commercial strip malls to pedestrian friendly commercial nodes that meet design standards.

EMPLOYMENT OPPORTUNITIES

GOAL SH EC-5 Provide strategies that ensure that entry level and advanced employment opportunities are available within the community. Most residents drive outside of the community for higher paying employment opportunities. As the daily commute time increases, many residents desire an opportunity to work closer to home, spend less time on the road, and enjoy more time with their families.

SH EC-5.1 Create well-balanced and varied economic development that provides for entry level and advanced employment opportunities.

SH EC-5.2 Encourage growth in professional and technical employment opportunities within the South Hill community.

SH EC-5.3 Promote the location of technology-oriented businesses and organizations within the ~~Urban Village and, where feasible, in the Employment Center~~ the plan area.

SH EC-5.4 Actively seek professional office businesses and high tech offices for location in the ~~Urban Village~~ Centers or Employment Center designations.

SH EC-5.5 Support opportunities for development, expansion, or extension of higher education facilities in the community.

SH EC-5.6 Provide opportunities to locate federal, state, or local government offices in the ~~Urban Village~~ Centers and Employment Centers.

SH EC-5.7 Encourage growth in light manufacturing within Employment Centers in South Hill and neighboring communities.

SH EC-5.8 Focus marketing efforts for the Employment Center to small-scale aviation industries, light manufacturing, and related businesses.

GOAL SH EC-6 Support transportation improvements needed to support manufacturing to the South Hill community.

SH EC-6.1 Promote improvements to 176th Street East and construction of the Cross Base corridor to successfully attract light manufacturing industries to the Employment Center.

SH EC-6.2 Encourage the development of a regional transportation network to serve light industrial facilities while allowing customers greater ease in reaching all commercial venues.

SH EC-6.3 Promote improvements on Meridian Avenue East that preserve regional transportation linkages while balancing community and County demands on the facility.

IMPLEMENTING ACTIONS

The following is a list of actions that need to be completed in order to implement the policies contained within this plan. They are arranged according to the timeframe within which each should be completed: short, medium, or long term. Short-term actions should occur within one year of plan adoption update. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption update. The parties responsible for leading the effort to complete the action item are listed in parenthesis following the action. Actions are assigned to the South Hill Advisory Commission (SHAC), Pierce County Planning and Land Services Public Works (PPWALS), Pierce County Economic Development (ECD), Pierce County Parks and Recreations (Parks), ~~Pierce County Public Works (PW)~~, ~~Airport Advisory Committee (AAC)~~ Thun Field Advisory Commission (TFAC), and Tacoma-Pierce County Health Department (TPCHD).

SHORT TERM ACTIONS

1. Develop an informative outreach program to work with businesses to integrate design standards into business sites. (SHAC, PPWALS)
2. Develop a process to facilitate renovation projects that are brought into greater conformance with the design standards by developing a fast-track permit process strictly for non-structural renovations that do not impact the natural environment. (PPWALS)

MID-TERM ACTIONS

1. Work with the Pierce County Economic Development Board, Eastern Pierce County Chamber of Commerce, and local businesses to facilitate the formation of a local South Hill business group in order to strengthen and improve business development. (ED, PPWALS, AAC)
2. Organize a business forum to discuss the formation of a Business Improvement District(s) for the ~~Urban Village and Community Center zones~~ Centers and Corridors. (PPWALS, ED)
3. Investigate and pursue grant funding for physical improvements within the ~~Urban Village and Community Center zones~~ Centers for projects such as lighting, landscaping, signage, awnings, façade restoration, building painting, and other items as found in the design standards. (SHAC, PPWALS, ED)
4. Actively pursue opportunities for high-tech businesses and professional office space within the ~~Urban Village~~ Centers. (ED)

LONG TERM ACTIONS

1. Assist businesses in marketing by:
 - Organizing a “business” fair to spotlight the unique goods and services available on South Hill.
 - Developing/maintaining a business web site that profiles South Hill businesses,
 - Coordinating “business” workshops,
 - Creating a referral network among businesses in South Hill,
 - Working with the local media to highlight small, unique businesses in the South Hill community,
 - Facilitating common promotion campaigns. (SHAC, ED)
2. Assist with marketing efforts for the Employment Center for small-scale aviation industries, light manufacturing, and related businesses. (ED, PPWALS, AAC)
3. Encourage and endorse transportation projects that contribute to the economy of South Hill such as:
 - improvements to 176th Street East and construction of the Cross-Base Corridor to successfully attract light manufacturing and aviation industries to Thun Field
 - development of a regional transportation network to serve light industrial facilities while allowing customers greater ease in reaching all commercial venues. (SHAC, PPW)

Chapter 5: ~~Economic Development~~ Environment Element

INTRODUCTION



The ~~Natural~~ Environment Element addresses the protection and conservation of the natural resources in the South Hill community; water, air, vegetation, fish, and wildlife. The residents of the South Hill community are concerned about the loss and degradation of natural resources that have occurred over the past couple of decades.

~~Of particular concern is the loss of trees. The trees and vegetation of the Pacific Northwest offer valuable habitat to wildlife while providing the human environment with visual relief, shade, noise barriers, and an opportunity for integration of the earth's natural resources. In surveys, open houses, and public meetings, the citizens of South Hill have repeatedly expressed concern about the tendency of new development to clear all vegetation, bring in fill, grade the site, construct homes or buildings, and then decorate with small deciduous trees.~~

Tree retention and replacement is a key component of the South Hill Community Plan. A number of environmental strategies are identified within ~~the~~ this element to ensure preservation of not only trees, but groundwater and air quality as well.

The South Hill Community Plan strives to blend the built or human environment with the natural environment. In the past 30 years, South Hill has transformed from a rural community to a burgeoning suburban community. Significant changes to the natural environment or landscape occur with the growth in population.

MAJOR ISSUE: TREE RETENTION

Concern: Loss of Trees

The trees and vegetation of the Pacific Northwest offer valuable habitat to wildlife while providing visual relief, shade, and noise barriers. South Hill residents have expressed concern about the tendency of new development to clear all vegetation, bring in fill, grade the site, construct homes or buildings, and then decorate with small deciduous trees.

Priority: Tree Retention and Replacement

A number of environmental strategies are identified within this element to ensure preservation of not only trees, but groundwater and air quality as well.

Residents and business owners recognize that South Hill is within the designated urban growth area and that the population will continue to grow. However, growth is not to occur at the expense of the natural resources. Preservation or restoration of resources leads to maintaining a rural atmosphere and a quality community with a sense of pride.

South Hill residents recognize and want to emphasize the importance of integrating the built environment with the natural environment. Preserving native vegetation and trees is a top priority. It is recognized that trees and vegetative cover not only provide habitat for wildlife, but also alleviate the impacts of high density or intensive developments. Harmonizing new growth with the natural environment is a high priority in the South Hill community.

DESCRIPTION OF CURRENT CONDITIONS

EARTH RESOURCES

EROSION HAZARDS, SLOPES, AND TOPOGRAPHY

The plan area is located on a plateau above the Puyallup River Valley, characterized by a rolling upland area with slopes of 8 percent or less characterizes most of the community. However, there are three areas that contain slopes in excess of 30% grade. The eastern edge of South Hill is defined by a steep hillside that drops 300 feet into the Orting Valley. South of 176th Street East, there is an east-west creek that leads to the Orting Valley and also has slopes exceeding 30%. Finally, south of 144th Street East along the 78th Avenue corridor is a drainage that contains slopes in excess of 30%. Isolated pockets of moderately steep slopes exist in a few other areas of the community. In the western end of the plan area, moderately steep slopes define a north-south drainage.

There are three areas that contain slopes exceeding 30% grade:

Potential Hazard Areas

Development in these areas is controlled by Pierce County's Critical Area Regulations.

Landslide and Erosion: Slopes of 15% or greater.

Regulations generally require the slopes remain undisturbed and development is set back.

South Hill does not have many of these areas, but the slopes above the Puyallup River and those leading to wetlands or streams are of concern.

Seismic: Noted by the presence of alluvial surficial geology or recessional outwash geology overlain by Barneston, Everett, Neilton, Pilchuck, or Spanaway soils.

Subject to severe risk of damage as a result of earthquake-induced ground shaking, slope failure, settlement, or soil liquefaction.

In South Hill they are primarily located along the Orting Valley hillside. New land use activities are subject to more stringent engineering requirements.

Volcanic: There are none within the community. South Hill's location above the Orting and Puyallup Valleys is widely known as a safe haven for Valley residents in a volcanic event.

Flood: Lands in a floodplain subject to a 1% or greater chance of flooding in any given year.

FEMA maps show several within the community. These areas range in size and are typically associated with either wetlands, low areas, Horsehaven Creek, or Clover Creek.

1. The eastern edge of South Hill is defined by a steep hillside that drops 300 feet into the Orting Valley.
2. South of 176th Street East, there is an east-west creek that leads to the Orting Valley and also has slopes exceeding 30%.
3. South of 144th Street East along the 78th Avenue corridor is a drainage that contains slopes in excess of 30%.

Slopes of 15% or greater are considered potential landslide and erosion hazards. Development in these areas is controlled by Pierce County's Critical Area Regulations. The regulations generally require that these slopes remain in an undisturbed condition and that development is set back a certain distance from the slopes

The South Hill community does not contain a large amount of landslide and erosion hazards, but it is important to ensure slopes are protected. The community plan strives to protect vegetation within hazard areas and ensure homes are set back from the top of slopes.

SEISMIC HAZARD AREAS

Seismic hazard areas are subject to severe risk of damage as a result of earthquake induced ground shaking, slope failure, settlement, or soil liquefaction. Seismic hazard areas are noted by the presence of alluvial surficial geology or recessional outwash geology overlain by Barneston, Everett, Neilton, Pilchuck, or Spanaway soils.

Seismic hazards within the South Hill community are located along the Orting Valley hillside. New land use activities within seismic hazard areas are subject to more stringent engineering requirements, including the submittal of geo-technical reports with recommendations for mitigation measures to be taken to reduce the risk of structural damage from a seismic event. Single family homes less than 5,000 square feet in size and subdivision of property are exempt from the geo-technical reporting requirements.

VOLCANIC HAZARD AREAS

Because the South Hill community is located above the Orting and Puyallup Valleys, there are no volcanic hazard areas located within the community. In fact, the community of South Hill is widely known as a safe haven for Valley residents in a volcanic event.

The maps illustrating slopes and hazard areas are found in this document.

WATER RESOURCES

Since South Hill does not contain many streams, concerns about water resources relate to wetlands, flood hazard areas, and groundwater protection.

While capital projects have alleviated some flooding incidents and concerns, the community's experience with flooding has made it a top priority. The community plan sets forth goals and policies to ensure flooding is minimized. One strategy is to recognize the environmental limitations of properties. This is accomplished through zoning and revising submittal requirements for development applications, which also serves to protect wetlands.



Design of stormwater facilities can allow wildlife movement and habitat while enhancing the visual appearance.

The map of South Hill's environmental constraints illustrates that many wetlands and flood hazard sites overlap. The community plan sets forth policy and regulatory direction to ensure development is minimized within these areas. Low densities and large lot sizes are found where many wetlands and flood hazards exist. The community plan recognizes those trends and recognizes those constraints by implementing zone classifications that limit the density or intensity of development to coincide with the carrying capacity or capability of the land.

STREAMS

Hydrology mapping by the Washington State Department of Natural Resources indicates that there is only one stream within the community plan area, Horsehaven Creek. Horsehaven Creek is located south of 176th Street East and east of Meridian Avenue East. According to the Washington Department of Fish and Wildlife (WDFW), one species of native Coho has a known presence within the creek. Horsehaven Creek drains east to the Orting Valley then into the Puyallup River. There is a where there is a known presence of pink, Coho, Chinook, sockeye, steelhead, and chum salmonids. WDFW classifies all of the species as depressed status.

The headwaters of Clover Creek lie just outside the South Hill community south of 176th Street East and west of 86th Avenue East. The area contains steep slopes and intermittent creeks and wetlands.

FLOOD HAZARD AREAS

Pierce County defines flood hazard areas as those lands "in a floodplain within Pierce County subject to a one percent or greater chance of flooding in any given year." These areas have

been mapped by the Federal Emergency Management Agency (FEMA) and the National Flood Insurance Program. Flood hazard areas may be referred to as the 100-year floodplain.

The FEMA maps for Pierce County indicate there are several flood hazard areas (100-year floodplains) within the community. These flood hazard areas range in size and are typically associated with either wetlands or low areas. In addition, there are 100-year floodplains associated with Horsehaven Creek and Clover Creek.

There are a number of areas mapped by FEMA as being prone to flooding on a less frequent basis. These wetlands are also associated with other wetlands or low areas. These less frequently flood areas are referred to as 500-year floodplains. Pierce County regulates 500-year floodplains in the same manner as 100-year floodplains.

WETLANDS

There are numerous wetlands of various sizes found throughout the plan area. The wetlands are concentrated in several areas: between 78th Avenue East and Meridian Avenue East, along 122nd Avenue East, and south of 176th Street East/east of Thun Field. There are also small wetland areas throughout the County which have not been mapped and may be found in the community.

~~Wetlands are areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support vegetation adapted to life in saturated soil conditions. Examples of wetlands include swamps, marshes, bogs, and potholes. Wetlands are of significant biological and physical value and are protected under federal, state, and local laws.~~

~~Pierce County uses the National Wetlands Inventory (NWI), Pierce County Wetlands Inventory (CWI), and site specific investigations to determine the presence of wetlands. The CWI indicates that there are numerous wetlands of various sizes found~~

Wetlands

Wetlands are areas that are inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support vegetation adapted to life in saturated soil conditions.

Examples include swamps, marshes, bogs, and potholes. Wetlands are of significant biological and physical value and are protected under federal, state, and local laws.

Wetlands in Pierce County are classified and protected according to category:

- **Category I** wetlands are the most valuable wetland systems and are typically large, diverse wetlands which provide habitat for threatened or endangered species. They are protected with a 150-foot buffer.
- **Category II** wetlands are typically large, diverse systems that provide significant habitat. They are protected with a 100-foot buffers.
- **Category III** wetlands are wetlands that do not meet the criteria of Category I, II, or IV. They are protected with a 50-foot buffer.
- **Category IV** wetlands are the least valuable, and are hydrologically isolated, less than one acre in size, and have only one dominant plant species. They are protected with a 25-foot buffer.

Most wetlands in Pierce County fall into either Category II or III.

throughout the plan area. The wetlands are concentrated in several areas: between 78th Avenue and Meridian Avenue, along 122nd Avenue, and south of 176th Street/east of Thun Field. There are small wetland areas throughout the County which have not been mapped. Accordingly, there may be small wetland areas within the community not found in the County database.

Wetlands in Pierce County are classified and protected according to category. Category I wetlands are the most valuable wetland systems and are typically large, diverse wetlands which provide habitat for threatened or endangered species. Category I wetlands are protected with a 150-foot buffer. Category II wetlands are typically large, diverse systems that provide significant habitat; 100-foot buffers protect these wetlands. Category IV wetlands are the least valuable, and are hydrologically isolated, less than one acre in size, and have only one dominant plant species. A 25-foot buffer protects these wetlands. Category III wetlands are wetlands that do not meet the criteria of Category I, II, or IV and are protected with a 50-foot buffer. Most wetlands in Pierce County fall into either Category II or III.

GROUNDWATER

The occurrence and movement of groundwater in central Pierce County is largely controlled by the local and regional stratigraphy. Permeable glacial outwash (sand and gravel) generally forms excellent aquifers. Low permeability glacial till and interglacial silt generally restrict groundwater flow. The source of groundwater recharge is primarily from the infiltration of rain. Groundwater flow directions generally follow surface topography flowing from areas of recharge to areas of discharge such as to lakes and rivers. Discharge also occurs at artificial, constructed structures, such as sanitary and stormwater sewers and withdrawal from water supply wells. Normally, the predominant direction of groundwater movement in aquifers is lateral; however, there can be a vertical component to the direction of motion that is downward in recharge areas and upward in areas of discharge (Jones et.al 1999).

Groundwater levels fluctuate over time, both seasonally and long term, in response to changes in recharge to and discharge from aquifers. When recharge exceeds discharge, water levels rise, and where discharge exceeds recharge, water levels will decline. In general, water levels in shallow wells in western Washington rise from October through March, when precipitation is high, and decline from April through September, when precipitation is low. Water levels in deep wells generally respond more slowly, and usually with less change, than water levels in shallow wells.

The South Hill plan area is partially located in the regional recharge area for the Clover/Chambers Creek aquifer system. Depth to groundwater is 30 or more feet. The geology of most of the plan area is such that infiltration is rapid. This high degree of permeability makes the groundwater in the area very susceptible and vulnerable to contamination. There are multiple layers of aquifer generally separated by a confining till layer. The shallowest aquifer is present at the surface in much of the area with a thickness that varies from less than 35 feet to about 150 feet (USGS 2010-5055). Infiltration is rapid in a majority of the plan area, making the groundwater very susceptible and vulnerable to contamination. The Clover/Chamber Creek

aquifer encompasses the southern and southwestern portions of the community. Pierce County designates the recharge area for the Clover/Chambers Creek aquifer system as an Aquifer Recharge Area. Pierce County has established regulations to prevent or minimize potential impacts to groundwater resulting from land use activities.

In addition to the Clover/Chambers Creek aquifer, a significant portion of the community is within aquifer recharge areas associated with wells of individual water companies.

FISH AND WILDLIFE HABITAT

OPEN SPACE CORRIDORS

An important step toward integrating the built and natural environments is recognizing the role of open space corridors. Open space corridors are chosen in part due to their relatively undisturbed natural characteristics that foster wildlife habitat and movement and are identified through known wildlife species and vegetative cover or forest canopy. The Pierce County Comprehensive Plan identifies the largest open space corridor coinciding with the Orting Valley/Puyallup River corridor. The Orting Valley hillside is part of this open space system, as is the Horsehaven Creek drainage, the Puyallup River, and the southeastern portion of the community, i.e. known as Sunrise. ~~Open space corridors are chosen in part due to their relatively undisturbed natural characteristics that foster wildlife habitat and movement. Open space corridors are identified through known wildlife species and vegetative cover or forest canopy.~~

The eOpen space corridors in South Hill frequently contain notable wetlands, systems. Thus nNeighborhoods west of Meridian Avenue East between 152nd Street East and 136th Street East are identified on open space maps as well as several pockets along 122nd Avenue East. Clover Creek, located southwest of the plan area, is also identified as a major open space corridor.

The community plan strives to preserve these resources through policies, regulations, and long-term educational outreach. The community plan prioritizes the acquisition of open space in environmentally constrained areas. The County's Conservation Futures Program is recognized as a tool to help preserve these areas into perpetuity. Stewardship and management plans that address long-term protection and maintenance should be developed. A variety of other open space acquisition and conservation strategies are also suggested to ensure long term preservation.

PRIORITY WILDLIFE HABITATS

~~Priority fish and wildlife habitat and species locations have been mapped by the Washington State Department of Fish and Wildlife (WDFW) and are identified in the Priority Habitat and Species Database. This database~~ WDFW's Priority Habitat and Species Database indicates that there are several habitat areas within South Hill. ~~This database indicates that there are several~~

such areas within South Hill. Habitat for bald eagles exists in the northwest part of the plan area contains habitat for bald eagles and is associated with wetlands. The northwest part of the plan area contains habitat for bald eagles associated with wetlands. Three significant areas of urban natural open space, i.e., relatively undisturbed areas of natural vegetation, are located in Sunrise and in the wetland concentrations located in the western end of the plan area.

Pierce County protection of these areas is limited to wetlands, streams, and those areas that provide habitat for a state or federally listed threatened or endangered species.

AIR QUALITY

The Washington State Department of Ecology and the Puget Sound Clean Air Agency monitor air quality in the Puget Sound Area. In Pierce County, air quality monitoring stations are located at Milton, Tacoma tide flats, in South Hill on 128th Street East, Eatonville, and Mount Rainier. These stations track numerous air pollutants including particulate matter, carbon monoxide, ozone, nitrogen dioxide, sulfur dioxide, and lead. The sources of these pollutants include motor vehicles, industrial emissions, residential woodstoves and fireplaces, outdoor burning, and other sources. Of these sources, motor vehicles are the largest source of pollutants, generating an estimated 57% of all airborne pollutants in Washington State.

Nearly 50 percent of our greenhouse gas pollution comes from transportation – cars, trucks, trains, ships, etc.

Wood stoves and fireplaces are the largest source of wintertime particle pollution, generating an estimated 63% of all particle pollutants in Pierce County.

The greatest concern for air resources within the South Hill community lies along Meridian Avenue East where there is a large, concentrated amount of carbon monoxide discharge from automobiles. The community plan strives to recognize air as a resource and implement measures to decrease the problem along Meridian Avenue East.

The Environmental Protection Agency (EPA) and Washington State establish air quality standards. Failure to meet the established standards results in an area being designated as a non-attainment area by the EPA. When an area is designated as non-attainment, a plan is required to be developed to bring the area back into compliance with the established standards. The most recently published annual air quality report for the Puget Sound Region is for the year 1998 and was released by the Department of Ecology in April 1999. This report indicates that the air quality of Puget Sound region, including Pierce County, is in compliance with established standards. The trend in air quality over the past ten years in the Puget Sound region has been one of continued improvement.

The plan implements several land use strategies to help improve air quality along Meridian Avenue East:

- Concentrate commercial uses within Centers and construct pedestrian access to cultivate on-foot patronage. This would allow customers to accomplish several tasks through one car trip rather than having to constantly drive to the next stop along the commercial corridor.

- Connect Centers to surrounding neighborhoods and other commercial uses through sidewalks, bike paths, and marked pedestrian pathways through parking lots.
- Establish Centers that will be a strong mix of commercial and residential uses, thus ensuring that a certain portion of the population will not rely as much on the automobile.
- Increase the number of trees along Meridian Avenue East to assist with cleansing of air resources.

DESCRIPTION OF DESIRED CONDITIONS

The South Hill Community Plan strives to blend the built or human environment with the natural environment. In the past 30 years, South Hill has transformed from a rural community to a burgeoning suburban community. Significant changes to the natural environment or landscape occur with the growth in population. Residents and business owners recognize that South Hill is within the designated urban growth area and that the population will continue to grow. However, growth is not to occur at the expense of the natural resources. Preservation or restoration of resources leads to maintaining a rural atmosphere and a quality community with a sense of pride.

South Hill residents recognize and want to emphasize the importance of integrating the built environment with the natural environment. Preserving native vegetation and trees is a top priority. It is recognized that trees and vegetative cover not only provide habitat for wildlife, but also alleviate the impacts of high density or intensive developments. Trees can act as buffers from noise, light, and glare while providing shade and areas for children to play. Harmonizing new growth with the natural environment is a high priority in the South Hill Community Plan.



Retaining native vegetation alleviates the impacts of high-intensity developments while providing wildlife habitat and recreation areas.

Error! Reference source not found. was utilized during the visioning process. It represents many elements of the natural environment that are preserved through plan goals and regulations.

EARTH RESOURCES

EROSION HAZARDS AND TOPOGRAPHY

While the South Hill community does not contain a large amount of landslide and erosion hazards, it is important to ensure slopes are protected. Of particular concern are slopes above the Puyallup River and those leading to wetlands or streams. The community plan strives to protect vegetation within hazard areas and ensure homes are set back from the top of slopes.

VEGETATION

Citizens of South Hill place a high value on remaining forests and areas of significant vegetation. New development will not occur without retaining the trees on the property or, at a minimum, replacing them with like kind. To demonstrate the high priority placed on tree and vegetation retention, the community plan contains a number of policies on the subject and regulations are included with the plan implementation package. Tree retention is addressed in Site Design Standards and in the Landscape Standards.

WATER RESOURCES

Because South Hill does not contain many streams, concerns about water resources relate to wetlands, flood hazard areas, and groundwater protection. Past experiences with flooding have made it among top priorities. Recent capital projects, largely funded through Pierce County Public Works Water Programs Division, have alleviated some flooding incidents and concerns. The community plan sets forth goals and objectives to ensure flooding is minimized. One of the strategies for minimizing flooding is to recognize environmental limitations of properties. This is accomplished through zoning and revising submittal requirements for development applications. These measures also serve to protect wetlands.

A map of South Hill environmental constraints illustrates that many wetlands and flood hazard sites overlap. The community plan sets forth policy and regulatory direction to ensure development is minimized within these areas. Currently, low densities and large lot sizes are found where many wetlands and flood hazards exist. This is in part due to the environmental limitations resulting in development difficulties. The community plan recognizes this trend and recognizes these constraints through new zone classifications that will limit the density or intensity of development to coincide with the carrying capacity or capability of the land.



Design of stormwater facilities can allow wildlife movement and habitat while enhancing the visual appearance.

Design standards, introduced through plan implementation, require each development to demonstrate how it is working within the natural constraints of the land. The new standards will limit grading, filling, and vegetation removal. Development projects will demonstrate how the built environment is integrated with the existing resources of the site.

FISH AND WILDLIFE

An important step toward integrating the built and natural environments is recognizing the role of open space corridors. The open space corridors in South Hill coincide with wetlands, flood hazards, slopes, and streams. The community plan strives to preserve these resources through policies, regulations, and long-term educational outreach. Open space corridors in South Hill are also inclusive of Priority Habitat and Species as listed on Washington Department of Fish and Wildlife maps. The preservation of open space corridors is accomplished through the same zoning actions described in the above section. South Hill is fortunate that so many resources can be conserved by properly zoning a few concentrated areas. Difficulties arise in communities where environmental constraints are distributed evenly across the landscape thus making preservation of all resource more difficult.

The community plan prioritizes the acquisition of open space in environmentally constrained areas. The County's Conservation Future Program is recognized as a tool to help preserve these areas into perpetuity. Stewardship and management plans that address long-term protection and maintenance should also be developed. In addition to public acquisition efforts, a variety of other open space acquisition and conservation strategies are suggested to ensure long-term preservation.

AIR RESOURCES

The greatest concern for air resources within the South Hill community lies along Meridian Avenue where discharge of carbon monoxide from automobiles can be problematic. The community plan strives to recognize air as a resource and implement measures to decrease the problem along Meridian Avenue.

The community plan recognizes the significance of long-term educational outreach to maintain quality air resources. The plan also implements several land use strategies to help improve air quality along Meridian Avenue. Land use strategies include concentrating commercial uses within centers and constructing pedestrian access to cultivate on-foot patronage. Centers are to be connected to surrounding neighborhoods and other commercial uses through sidewalks, bike paths, and marked pedestrian pathways through parking lots. Secondly, concentrating uses within defined centers allows customers to accomplish several tasks through one car trip rather than constantly having to drive to the next stop along the commercial corridor. Third, the community plan recognizes two Urban Villages that will be a strong mix of commercial and residential, thus ensuring that a certain portion of the population will not rely as much on the automobile. Finally, the plan strives to increase the number of trees along Meridian Avenue to assist with cleansing of air resources.

ENVIRONMENT POLICIES

GOALS

We envision a community where:

- ~~D~~ Development portrays the high value citizens place on the functions and aesthetics of the natural environment;
- ~~a place where n~~ Neighborhoods are designed in consideration of the unique opportunities and challenges the natural environment presents; and
- ~~where t~~ The ecological functions are preserved and incorporated into development sites as amenities.

WATER RESOURCES

SURFACE WATER

~~GOAL SH ENV-1~~ Maintain the predevelopment natural hydrologic conditions and functions of a site to the greatest extent possible.

~~SH ENV-1.1~~ New developments or grading and filling activities should not increase the volume of surface water exiting the site.

~~SH ENV-1.2~~ Provisions shall be made to allow for low impact development techniques.

WATER QUALITY AND WATER SUPPLY

~~GOAL SH ENV-2~~ Protect the groundwater quality and aquifer system underlying the South Hill community.

~~SH ENV-2.1~~ Prohibit activities that store, generate, or utilize hazardous materials at levels that could potentially contaminate the groundwater within all wellhead protection areas and the areas greater than 180 in the DRASTIC ratings.

~~SH ENV-2.2~~ Limit impervious surfaces and provide bioretention to recharge aquifers.

~~GOAL SH ENV-3~~ Promote and ensure water conservation through a variety of measures.

~~SH ENV-3.1~~ Require native and drought-tolerant landscaping to reduce watering needs.

WETLANDS

~~GOAL SH ENV-4~~ Preserve and protect the functions of existing wetland systems including water storage, flood control, cleansing and filtering, habitat for wildlife, and green space for visual relief.

~~SH ENV-4.1~~ Pierce County should establish a program that facilitates community involvement in the identification of possible wetland violations.

SH ENV-4.2 Develop and promote acquisition of wetlands and incentive programs for property owners whose parcels contain wetlands.

SH ENV-4.2.1 Explore the options for acquiring the following properties with significant wetland systems:

- 144th and 86th Avenue East (adjacent to the park);
- 86th Avenue East and 152nd Street East;
- 144th Street East and 119th/120th Avenue East;
- 122nd Avenue East and 136th Street East;
- 142nd Street East and 86th Avenue East; and
- West of Firgrove Elementary School and Ballou Junior High School.

FISH AND WILDLIFE RESOURCES

~~**GOAL SH ENV-5** Preserve and create viable wildlife habitats by connecting open space corridors and ensuring that developments provide for wildlife habitat where possible.~~

~~**SH ENV-5.1** Interconnect existing open space corridors where priority habitat species exist.~~

SH ENV-5.2 Analyze sites adjacent to open space corridors for viable habitat that may include wetlands, forests, or wooded lots, and amend the open space map to include these sites.

SH ENV-5.3 Identify sites adjacent to the open space corridors that could potentially be restored for wildlife movement. Restoration efforts should focus on working with the property owners and homeowners' associations to remove fences or other impediments to migration, to plant trees and other vegetation, and to landscape or redesign stormwater ponds.

SH ENV-5.4 Explore the feasibility of retrofitting existing publicly-owned stormwater facilities to encourage wildlife movement and habitat.

NOISE

GOAL SH ENV-6 Address local noise issues by reducing or mitigating noise-generating activities particularly associated with Thun Field, Meridian Avenue East, and major arterials.

SH ENV-6.1 Ensure aircraft noise associated with Thun Field does not significantly impact neighboring businesses or residential areas.

SH ENV-6.1.1 Address aircraft noise associated with Thun Field through recommendations by the Pierce County Airport Advisory Committee.

SH ENV-6.2 Ensure automobiles along Meridian Avenue East and major arterials do not generate noise levels that significantly impact neighboring businesses and residential areas.

SH ENV-6.2.1 Ensure appropriate setbacks and buffering between arterials and residential developments.

AIR RESOURCES

~~**GOAL SH ENV-7** — Improve air quality along major arterials by reducing carbon monoxide emissions caused by motor vehicles through efficient transportation planning and traffic control measures.~~

~~**SH ENV-7.1** — Require developments to provide pedestrian connections to schools, adjacent neighborhoods, or shopping districts.~~

SH ENV-7.2 Trees should be placed along major arterials to assist in air quality along the street.

IMPLEMENTING ACTIONS

The following is a list of actions that need to be completed in order to implement the policies contained within this plan. They are arranged according to the timeframe within which each should be completed: short, medium, or long term. Short-term actions should occur within one year of plan ~~adoption~~ update. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan ~~adoption~~ update. The parties responsible for leading the effort to complete the action item are listed in parenthesis following the action. Actions are assigned to the South Hill Advisory Commission (SHAC), Pierce County Planning and ~~Land Services~~ Public Works (PPWALS), Pierce County Economic Development (ECD), Pierce County Parks and Recreations (Parks), ~~Pierce County Public Works (PW)~~, ~~Airport Advisory Committee (AAC)~~ Thun Field Advisory Committee (TFAC), and Tacoma-Pierce County Health Department (TPCHD).

SHORT TERM ACTIONS

1. Improve wetland conservation measures and alleviate flooding by:
 - pursuing grants to conduct a detailed, updated wetland inventory;
 - developing an acquisition / incentive program;
 - establishing a program that involves citizen participation in wetland violations;
 - establishing a public outreach program that increases understanding regulations, penalties, and open space taxation possibilities. (PPWALS, SHAC)
2. Prohibit activities that store, generate, or utilize hazardous materials at levels that could potentially contaminate the groundwater within all Wellhead Protection Areas and the areas greater than 180 in the DRASTIC ratings. (TPCHD, PPWALS)
3. Develop and adopt regulations to ensure sidewalks are constructed on all developments within walking distance of schools. (SHAC, PPWALS, PW, school districts)

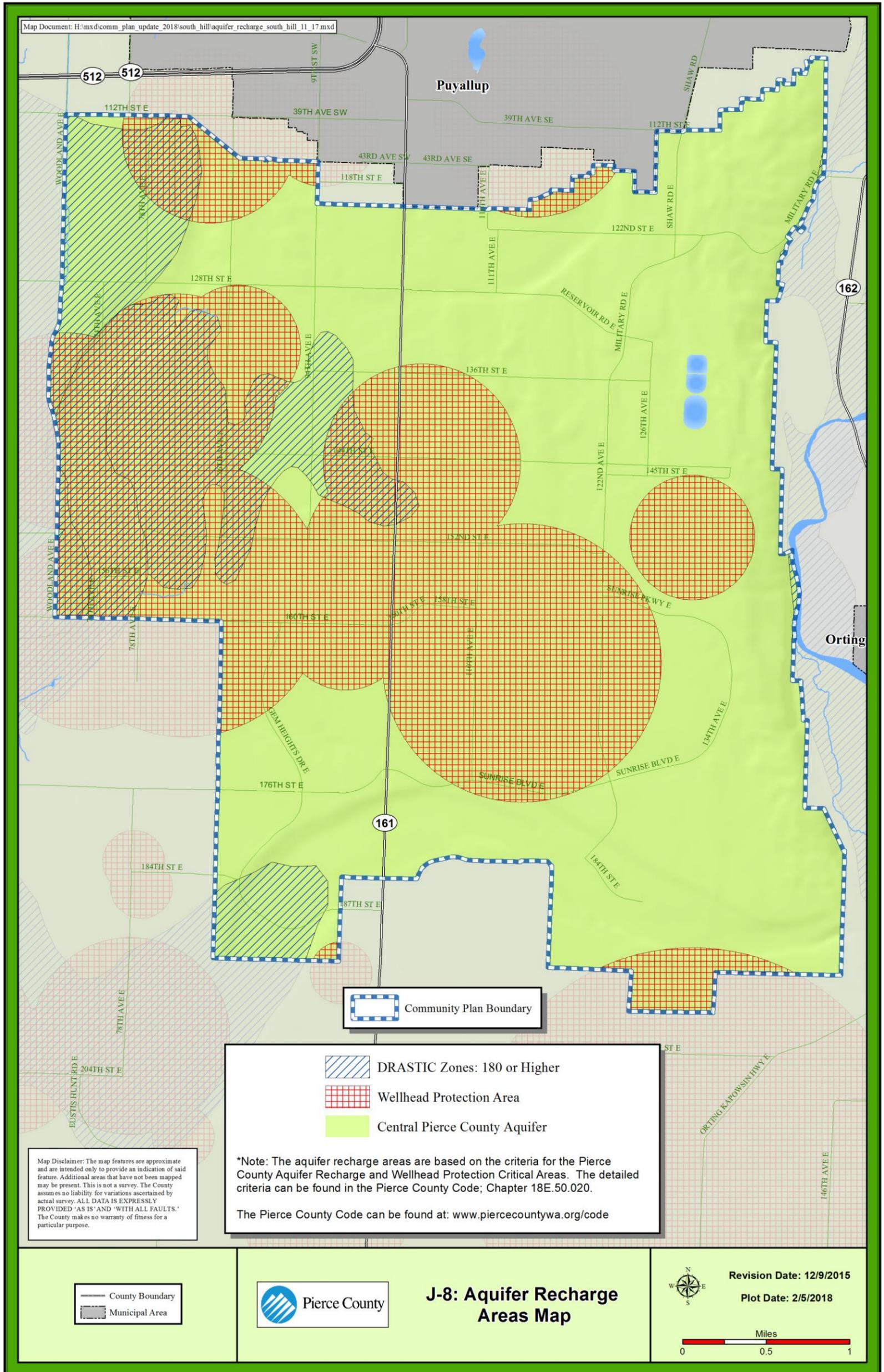
- ~~4. Develop and adopt low impact development standards as an option for developments to control stormwater, provide aquifer recharge, and limit impervious surfaces. Provide incentives for developments to use low impact development standards. (PPWALS)~~

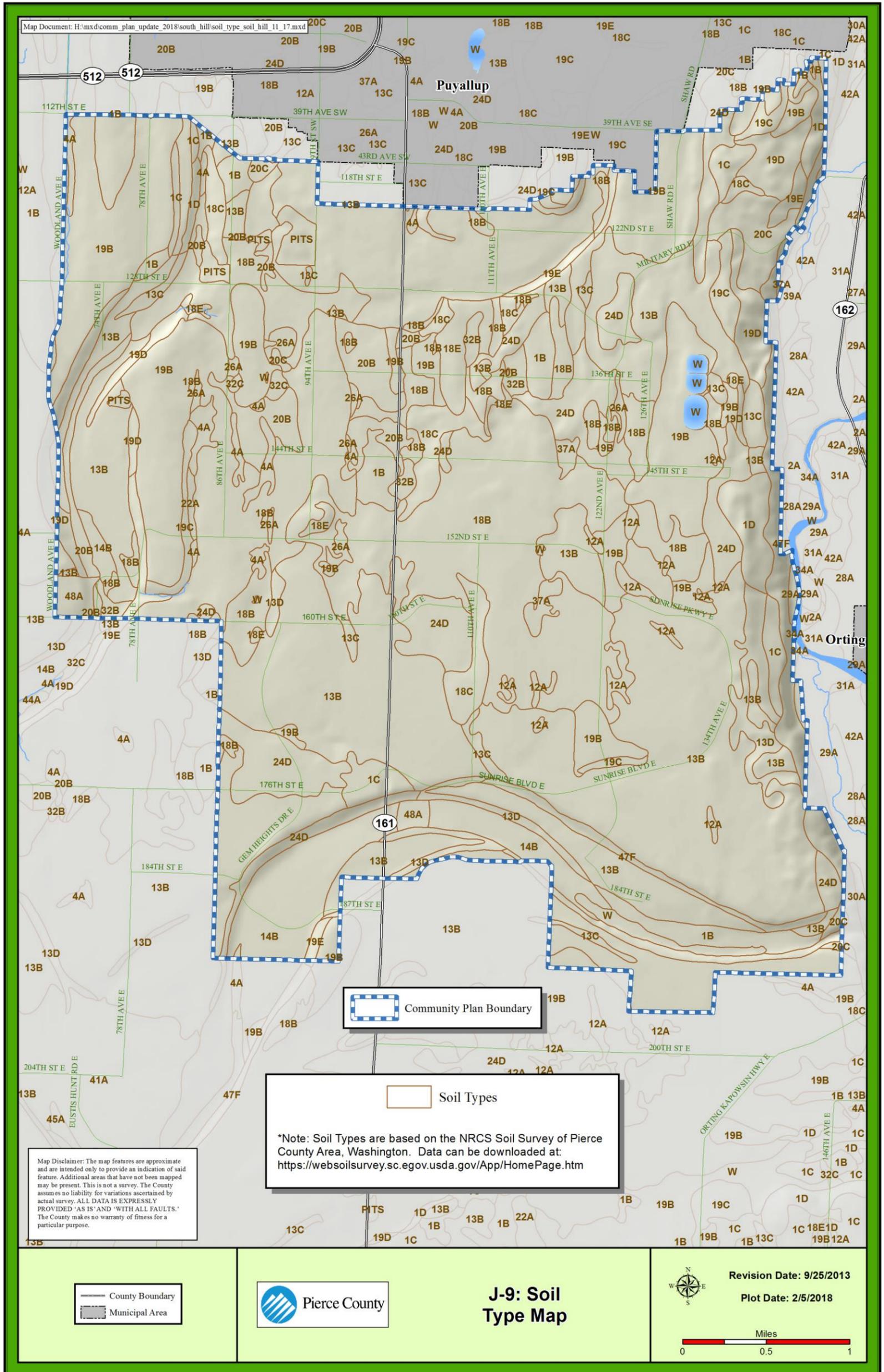
MID-TERM ACTIONS

1. Establish an education outreach program with WSU Extension and homeowner associations regarding the importance of vegetation retention. (SHAC, PPWALS)
- ~~2. Update the South Hill Community Plan with recommendations from the Basin Plans. (PALS, PW, SHAC, AAC)~~
- ~~3. Work with local water purveyors to increase public awareness of water quality and quantity issues. Develop strategies, brochures, or other forms of public outreach to improve water quality and maintain quantity. (SHAC, TPCHD, PALS)~~
4. Inventory and analyze sites adjacent to open space corridors for habitat viability and amend open space map where revisions should be completed. (PPWALS, SHAC)
5. Investigate the possibility of retrofitting existing publicly owned stormwater facilities to encourage wildlife movement and habitat. (PPWALS, PW, SHAC)

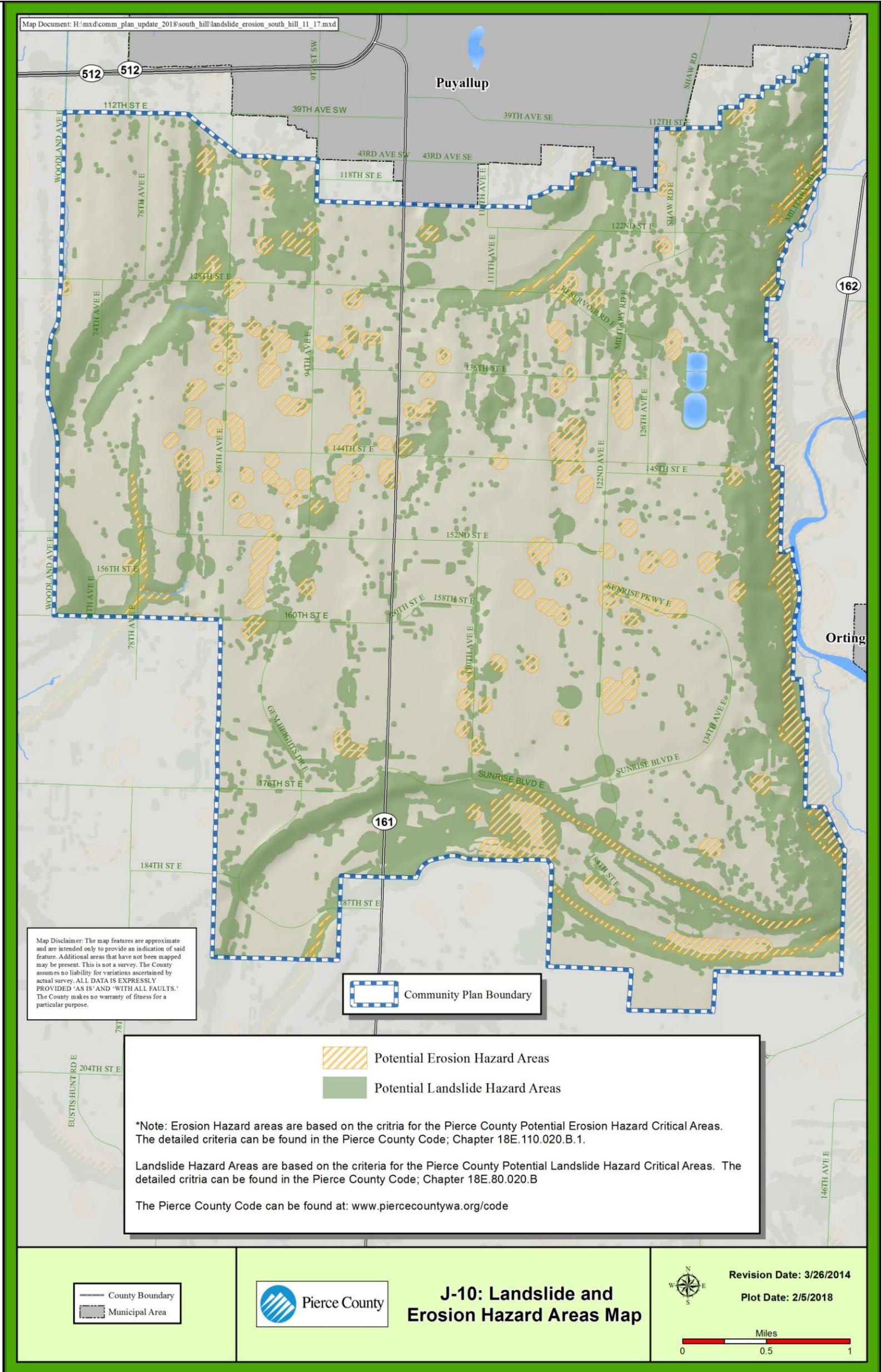
LONG TERM ACTIONS

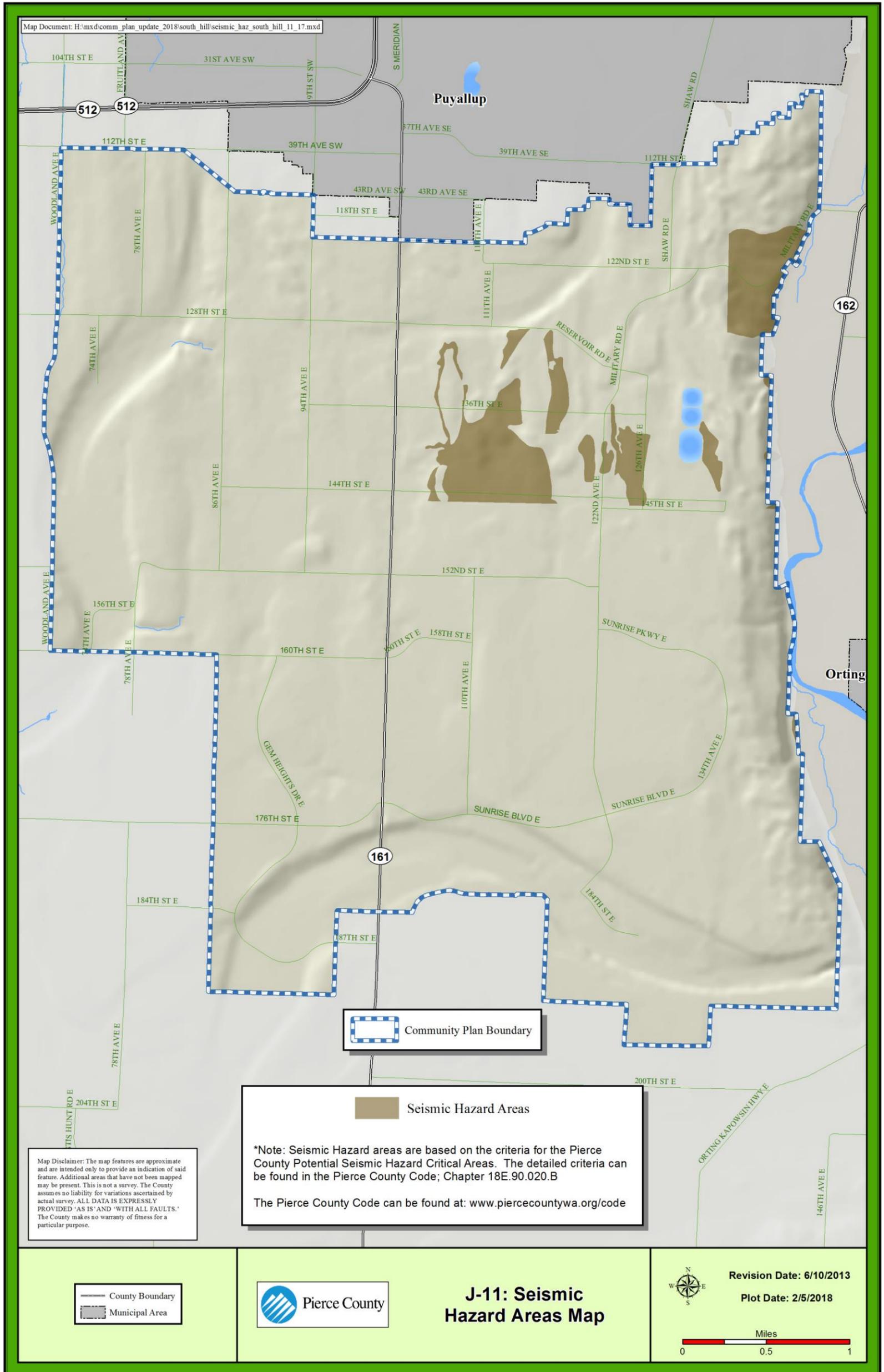
1. Obtain funding to acquire the following identified wetlands:
 - 144th Street East and 86th Avenue East (adjacent to park);
 - 86th Avenue East and 152nd Street East;
 - 144th Avenue East and 119th/120th Avenue East;
 - 122nd Avenue East and 136th Street East;
 - 142nd Street East and 86th Avenue East;
 - West of Firgrove Elementary School and Ballou Junior High School. (PPWALS, SHAC)
2. Improve air quality along Meridian Avenue by amending Title 18J to require developments along Meridian Avenue to place trees along the arterial to assist in air quality along the street. (PW, PPWALS, SHAC)
3. Coordinate a public education outreach program for South Hill with the Puget Sound Clean Air Agency. (SHAC, PPWALS, TPCHD, AAC TFAC)

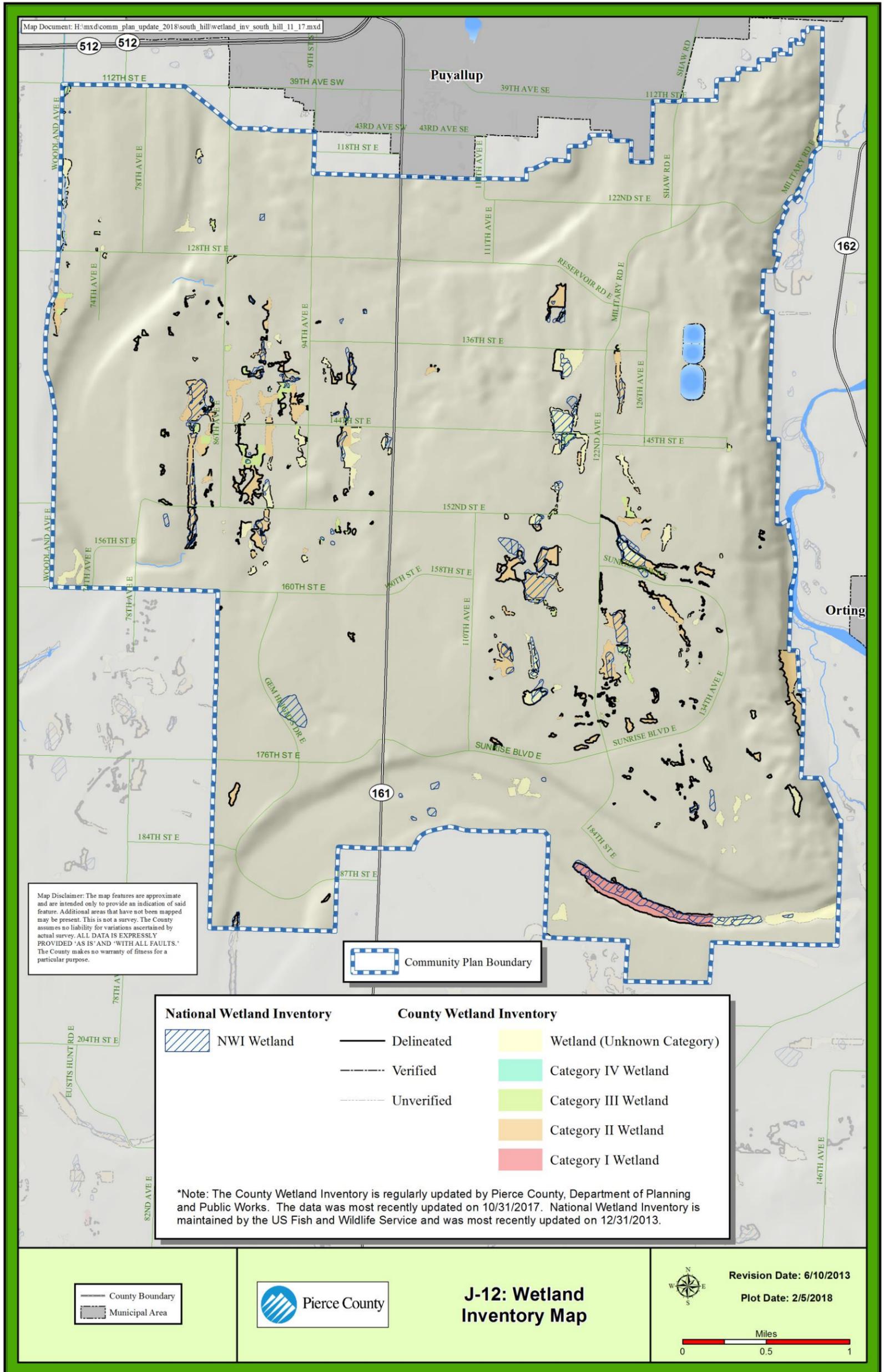


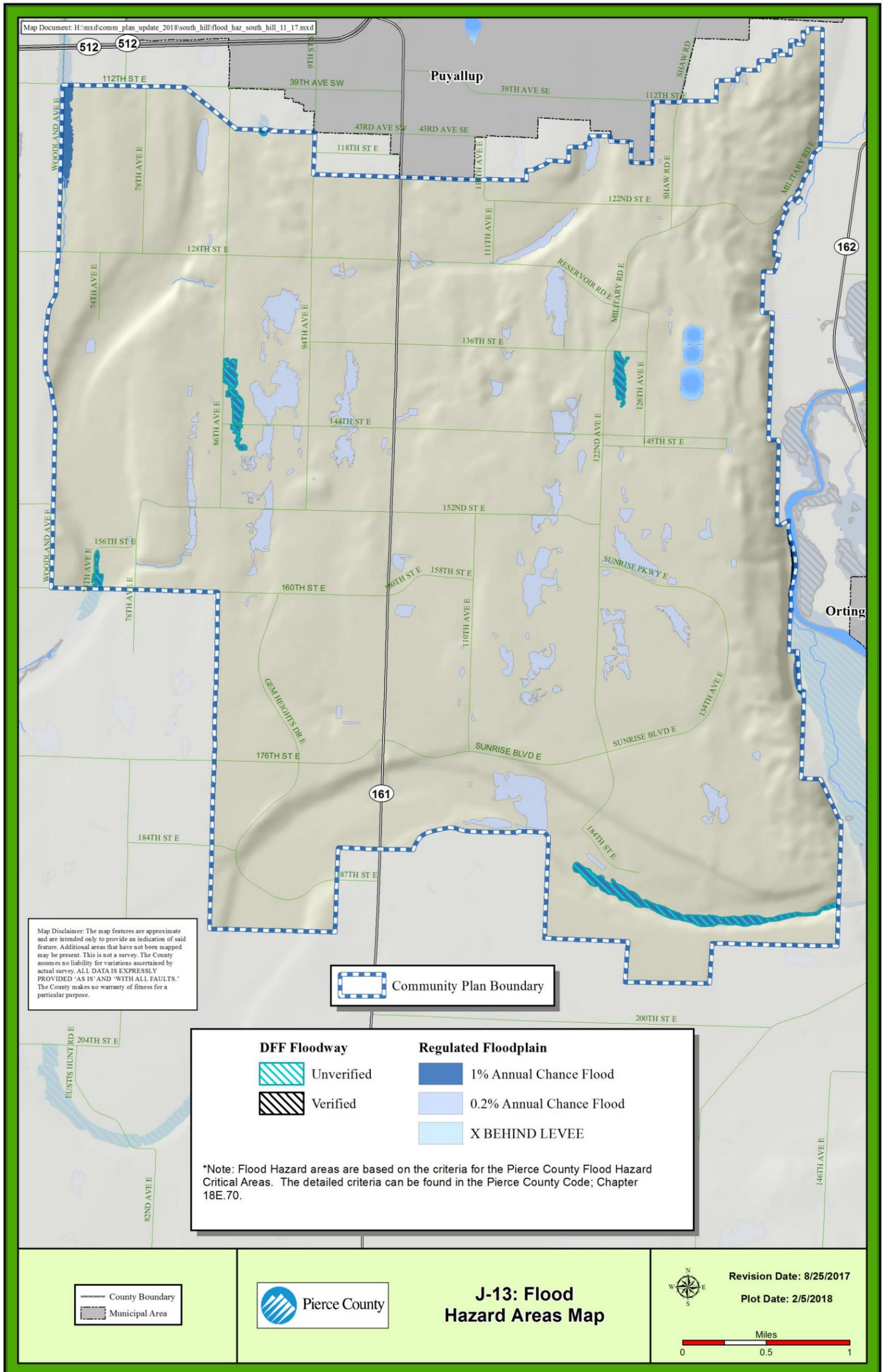


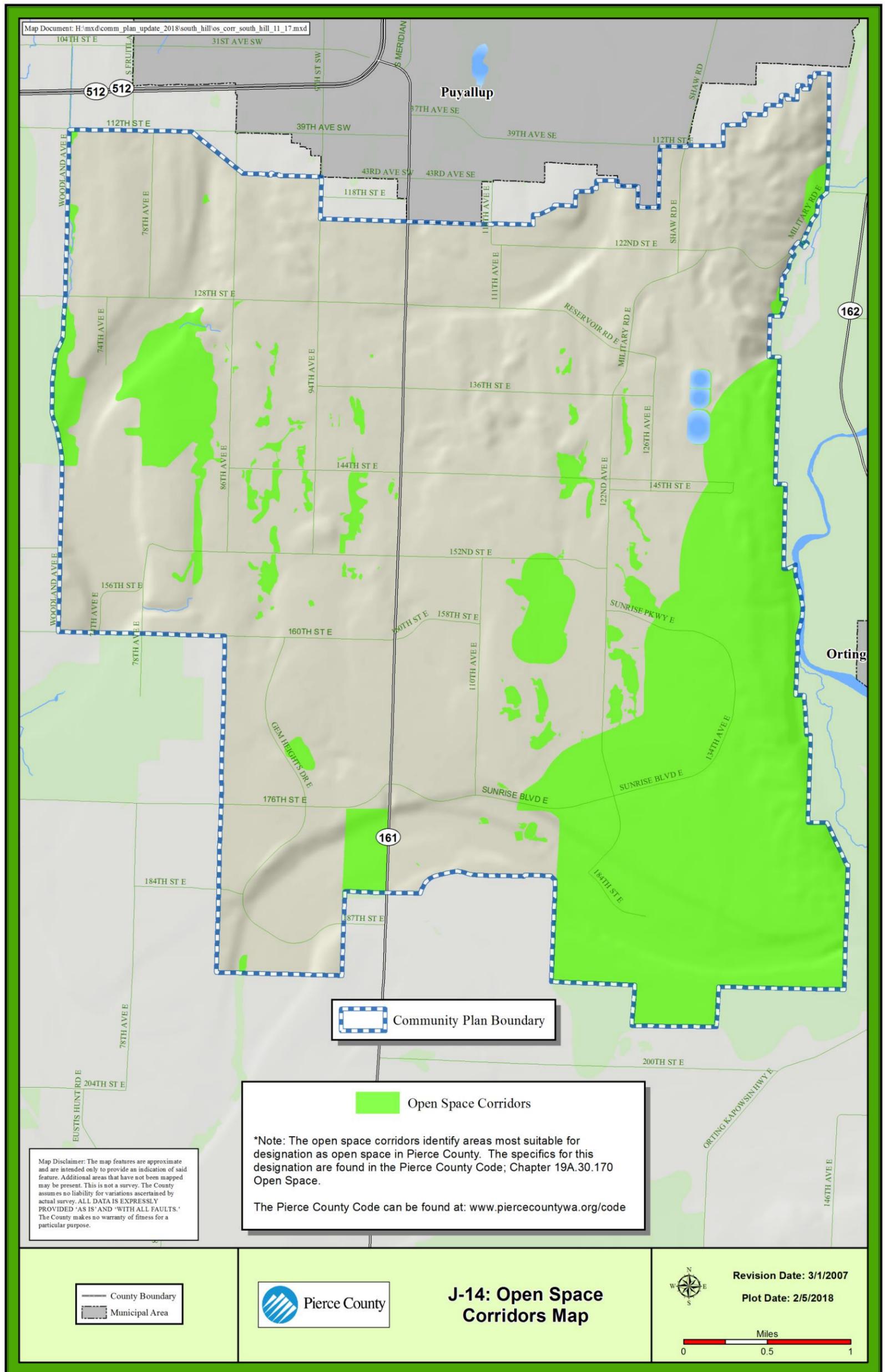
Map J-10 Landslide and Erosion Hazard Areas

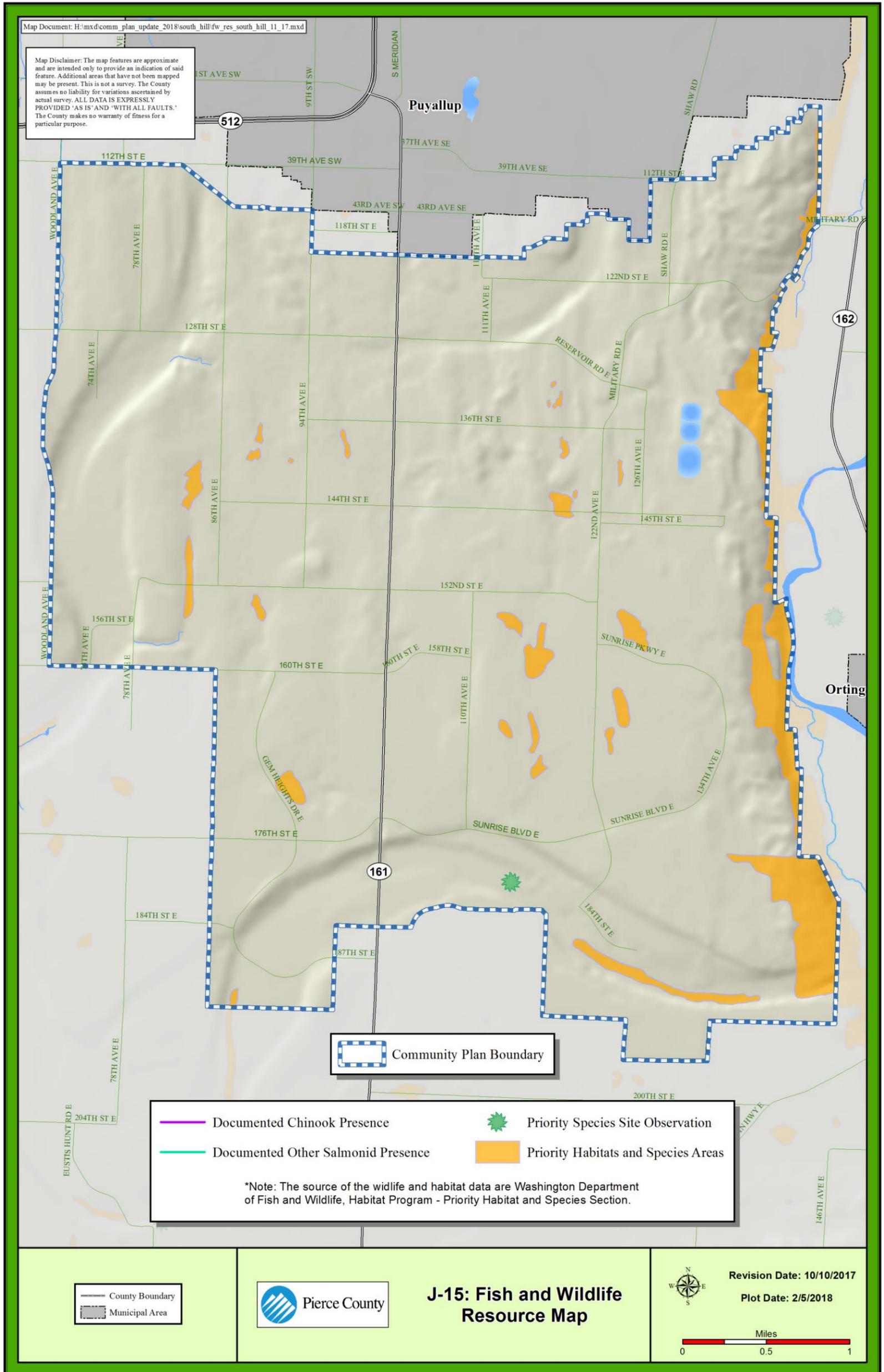












Chapter 6: Facilities and Services Element

INTRODUCTION

Prior to the substantial growth experienced in the late 80's and throughout the 90's the low-density residential land use pattern sustained an acceptable quality of life with limited government facilities and services. The two-lane road networks facilitated traffic without congestion, schools provided necessary recreation areas, and the natural environment accommodated stormwater runoff.

The residential growth experienced in the past 30 years has transformed the community into an urban residential community for the Tacoma and Seattle metropolitan area. While this growth has been accompanied by additional facilities and services, such as a sheriff substation, a library, schools, road improvements, and sewer and stormwater utilities, there are still some deficiencies still continue for some types of facilities.

Community Residents emphasize that their quality of life is dependent on the level of service for certain facilities and infrastructure. There is a desire for increased access to public services and additional oversight of the Pierce County Airport. Strategies to successfully accomplish the community's goals include agency coordination, regulatory modifications, and public investment.

The Facilities and Services Element articulates future policy guidance to decisions makers for the adoption of regulations, financial investments and coordination associated with parks and trails, stormwater utilities, sewer utilities, potable water systems, public schools, Pierce County Airport (Thun Field), County satellite offices, and transportation.



DESCRIPTION OF CURRENT CONDITIONS

PUBLIC PARKS AND RECREATION

The South Hill community ~~currently does not have any developed Pierce County parks~~ contains two County parks and one trail: Meridian Habitat Park, Heritage Recreation Center, and the Nathan Chapman Trail. The South Hill community also contains one local park, South Hill Community Park. ~~The County has entered into a partnership with the Puyallup School District to develop a regulation designed sports complex, the South Hill Community Athletic Complex. Pierce County recently received funding to complete preliminary engineering for a trail to link the two facilities called the Chapman Trail.~~



South Hill ~~Regional~~ Community Park, located at the corner of 144th Street East and 86th Avenue East, is the result of a grassroots community effort. The ~~forty~~ 40-acre site is being equipped with two full size soccer fields. ~~The fields will also be able to~~ which can accommodate youth baseball and softball, a playground, wetland restoration site, paved walking trail, a restroom and a paved parking lot. ~~The scheduled completion date is fall 2003. This land is owned by the Washington State Parks Commission, which gave Pierce County a license to build a park facility on the site.~~

The South Hill Community Athletic Complex, Heritage Recreation Center located between Rogers High School and Zeiger Elementary School on 128th Street East, is a joint partnership between the Puyallup School District and Pierce County Department of Parks and Recreation.

Construction on the approximately 47-acre site will begin in 2003 and be completed by the end of 2004. The facility will include one lighted baseball field, four lighted softball fields, ~~5 softball/baseball fields~~, four soccer fields, and related amenities such as parking, concession stand, playground, and restrooms.

The Nathan Chapman Trail is named in honor of Sgt. Nathan Chapman, a South Hill resident. The trail connects South Hill Community Park with Heritage Recreation Center. This paved trail is roughly 1.6 miles long and is surrounded by large trees and beautiful scenery, creating an easy and enjoyable walk to either site.

Meridian Habitat Park and Community Center is a former church site and is known to some locals as the Puyallup

Amphitheatre. This 36-acre park includes a community center, wooded areas, open grassy areas, nature playground, wetlands, and a variety of wildlife habitat. This park fulfills the need for a multi-purpose community center in the South Hill community.

~~The remaining three-acre~~, Half Dollar Park, a 2.4-acre undeveloped County park property, is located at 120th Street East and 94th Avenue East. ~~There are not any current plans for its development.~~ It sits on the southern end of the planned Cross County Commuter Connector Trail and is ideally located to serve as a trailhead and parking area for the trail. Development is slated to occur once the trail is constructed and funding is available.

The goals and policies in this element focus on the acquisition and development of property for public parks and a community trail system. Strategies identify possible funding mechanisms and public agency partnerships. Additional policies address park and trail design to ensure



associated amenities provide visitors various opportunities for enjoyment. The trail system would fulfill a dual role, providing pedestrian connections between residential neighborhoods and the Meridian Avenue East commercial districts, and providing passive recreation opportunities.

One new site is identified as a possible park at Horsehave Creek. This property is currently in private ownership by multiple property owners. The property is located at the south end of 122nd Avenue East to 146th Avenue East and 188th Street East. The community would like to see the property used for a trail and nature conservancy property.



TRANSPORTATION

The existing roadway network within the South Hill Community Plan area contains approximately 145 miles of County roads. Not included within this figure are approximately 3.5 miles of state jurisdictional highway (Meridian Avenue E).

Pierce County employs a roadway functional classification system that assigns the County roads to various categories. The functional classification system represents a hierarchy of roadways ranging from those serving trips between and within the larger activity and population centers (Major Arterials) to those providing circulation and access to the residential neighborhoods (Local Roads). This classification system plays a number of important roles. The County's roadway design guidelines uses the functional classification system to specify design features. Of the 145 miles of County roadway in South Hill, there are approximately 7 miles of major arterials, 18 miles of secondary arterials, 39 miles of collector arterials, and 81 miles of local roadways.

The County's major arterials within the South Hill area are 112th St E, 160th St E, and 176th St E/Sunrise Blvd. All of these are east-west roads. The secondary arterials are 128th St E, 122nd St E, Military Rd E, 122nd Av E, Shaw Rd, 94th Ave E, and Gem Heights Drive. Of the secondary arterials, only the 122nd Ave E/Military Rd E/Shaw Rd E form an arguably "continuous" north-south roadway within the South Hill area.

MERIDIAN AVENUE E

Meridian Avenue E is the most heavily traveled roadway in the South Hill area. This four/five lane arterial now carries more than 42,000 vehicles per day (vpd) north of 128th St E. The Washington State Department of Transportation indicates that from 1995 to 2000 that traffic volumes on Meridian Ave E from 176th St E to 128th St E increased at an average rate of 2.84% per year. WSDOT has projected that based on this growth rate, that traffic on Meridian Ave E in

2020 could be as high as 61,000 vpd. Based on either the state or the Pierce County method for determining roadway level of service or roadway deficiencies, Meridian Avenue E in the more northern section has exceeded its capacity or may be classified as having exceeded its deficiency threshold.

In January 1997 WSDOT released the findings and recommendations of the *Route Development Plan, State Route 161 – 234 Street East to King County Line*. This project, which analyzed Meridian Avenue E conditions and operations, addressed a wide range of roadway circulation issues.

The Route Development Plan did not recommend additional through lanes between 176th Street E and 128th St E. While recognizing the need for additional carrying capacity in this area, the study cited that widening the roadway would necessitate high right-of-way acquisition costs and business displacement. The study also noted that widening the roadway in this section could conceivably increase congestion north of 128th Street. While widening the mainline of Meridian was not proposed, other measures to increase mobility and move traffic were proposed as part of this study. The study's fundamental recommendations included:

- Additional lanes on SR 161 from 234th St E to 176th St E
- Provide access controls from 176th St E to 128th St E
- Consolidate driveway approaches
- Replace two-way left-turn lanes with raised medians
- Encourage alternative trans modes
- Frontage or back road access to parcels along SR 161
- Support increase capacity of road net adjacent to SR 161
- Coordinate and optimize signals
- Increase transit services
- Construct Park and Ride lots

PROGRAMMED IMPROVEMENTS ON MERIDIAN AVENUE E

WSDOT has a number of projects programmed for implementation on Meridian Ave E. Among the more notable are described below:

176TH ST E TO 128TH ST E

A \$9.2 million dollar project would provide sidewalks, street illumination, improved/interconnected traffic signals, additional turn lanes at intersections, and street trees. Engineering work for this project is funded; however, right-of-way funds have been deferred.

204TH ST E TO 176TH ST E

This project would widen Meridian Ave E within these limits to five lanes. The total project cost for this project is \$13.3 million.

234TH ST E TO 204TH ST E

This project would also widen Meridian Ave E within these limits to five lanes. Engineering and right-of-way work has been completed.

COUNTY ROADWAY DEFICIENCIES

The description and analysis of the County's roadway functional classification system strongly suggests a need for additional roadway connections. The absence of higher functionally classified roadways to move traffic north/south combined has contributed to congestion not only in the state roadway, but also has delayed operations on County roads. In applying a methodology now being developed as part of the County's traffic impact fee system, only one roadway within the community plan area, 94th Avenue E, is currently listed as being deficient in its ability to carry traffic. If no improvements were made to the current roadway network by 2025, a number of roadways would be deficient within the South Hill area, inclusive of:

- 94th Ave East, from 144th St E to 116th St E,
- 160th St E – various sections between Canyon Road E to Meridian Ave E,
- 176th Street East throughout the South Hill area, 122nd Ave E/Military Rd E/ Shaw Rd E, and
- Old Military Road

The “deficiency” method cited here may be perceived by many as a conservative measure for determining the adequacy of roadways. For example, this method may not identify those traffic issues associated with intersections.

PUBLIC TRANSIT

Pierce Transit provides transit service in the study area. Route 402 provides daily service between South Hill and Graham via SR 161 (Meridian Ave). Routes 400, 410, and 413 also serve the South Hill Mall Transit Center, providing service between South Hill and Puyallup, Midland, and downtown Tacoma on SR 161.

PUBLIC SCHOOLS

The Puyallup School District encompasses the majority of the South Hill Community Plan area with two small exceptions. The Franklin Pierce School District serves a small subdivision of approximately 25 homes on the western boundary of the plan area, and the Orting School District serves approximately 675 694 acres in the southeast portion. All schools located within the plan area are the Puyallup District's facilities.

Most students spend six hours a day, nine months a year in a public school. In addition to providing core education, school programs enable social interactions, exposure to the arts, and sports opportunities. The Puyallup School District has a reputation for providing a quality education experience; however, the recent residential growth is straining the district's ability to provide the desired school space for students in the South Hill community.

The Puyallup School District's schools are comprised of six elementary schools (Brouillet, Firgrove, Hunt, Pope, Ridgecrest, and Zeiger), 2 middle schools/junior high schools (Ballou and Stahl), and 2 senior high schools (Rogers and Emerald Ridge) within the plan area. The recent enrollment for some of the schools has been greater than forecasted. This reflects the district's overall capacity of 17,688 students and actual 2002 enrollment of 19,355. If the capacity remains stagnant, the deficiency will escalate with the 2008 student forecast of 21,742 students. The result of this deficiency is the placement of portable units, larger class sizes, the use of non-classroom space and students being bussed to schools outside their neighborhoods.

The Puyallup School District has the responsibility to alleviate the capacity deficiencies. The district utilizes various funding sources for the construction of needed facilities. Although minimal to the overall costs of new construction, the district started to collect impact fees associated with new residential building in 1996. The current fee is \$1,475 for single family units and \$750 for multifamily units. Although this fee amount represents approximately 1/4 of the district's costs to accommodate new growth, it is the proportionate amount deemed appropriate by Pierce County.

While the portion of the community plan area within the Orting School District boundary is not currently very populous, there is a significant amount of developable land (687 acres) with current or expected applications for residential development in that area. The four existing Orting Schools are outside of the plan area, all of which are within the City of Orting. Development of this area would significantly increase the number of students in the Orting School District.

Puyallup School District No. 3

The District includes:

- 21 elementary schools
- 7 middle schools
- 3 high schools
- 1 alternative school

The District's overall capacity:

- 18,412 in permanent classrooms
- 6,012 in modular classrooms.

The Puyallup School District's schools within the plan area include:

- 8 elementary schools (Brouillet, Carson, Edgerton, Firgrove, Hunt, Pope, Ridgecrest, and Zeiger),
- 3 middle schools/junior high schools (Ballou, Glacier View, and Stahl), and
- 2 senior high schools (Rogers and Emerald Ridge).

Orting School District No. 344

The District includes:

- 2 elementary schools
- 1 middle school
- 1 high school

Franklin Pierce School District No. 402

The District includes:

- 8 elementary schools
- 2 middle schools
- 3 high schools

Historic Firgrove Elementary



It is recognized that the school districts are the responsible entities to address the core issues. The Comprehensive Plan encourages increased coordination between the County and the districts to develop strategies to address student capacity deficiencies. Specifically, the district is encouraged to actively pursue an increase in impact fees that are collected through the County's building permit process. Additional coordination is also needed between the two entities to ensure students have safe walking routes from their residential neighborhoods to schools.

SANITARY SEWER

Prior to 1985, the South Hill Sewer District provided sanitary sewer service to the neighborhoods in and around Sunrise Terrace in the northeastern portion of South Hill. A small number of community septic systems were serviced by Pierce County Public Works at that time. Since then, flows from existing and developing subdivisions have been redirected to Pierce County's Chambers Creek Regional Wastewater Treatment Plant.

The South Hill community is serviced by approximately 48 miles of interceptor and collection lines. The majority of these lines (95.7%) are force mains with the remainder being gravity mains. The sewer infrastructure is comprised of approximately 27 miles of collection lines and 22 miles of interceptor lines.

Pierce County Sanitary Sewer Administrative Code and Tacoma Pierce County Board of Health Regulations for On-Site Sewer Systems require properties within 300 feet of an existing public sewer line to connect to the sewer system when proposed for development.

Current regulations require properties within 300 feet of an existing public sewer line to connect to the sewer system when proposed for development. Existing developed property within 300 feet does not have to connect unless there is a proposal to change the use, or an addition to a structure that would substantiate additional bathrooms.

Limited policy direction is provided to consider revising sewer regulations to increase the required hook-up distance for formal plats beyond 300' of a main to decrease the development of new septic systems. The desire to fully sewer the entire community should be balanced with the need to recharge the aquifer.

The goal of the Pierce County Sewer Division of Planning and Public Works is to connect the entire 117 square-mile sewer service basin to the Chambers Creek Regional Wastewater Treatment Plant eliminating the need for new, and retiring existing, on-site septic systems.

The South Hill service area is concentrated within two sewer service basins: East Basin and Rainier Terrace Basin - an area that is zoned urban with limited rural designations. These basins constitute approximately 29% of the County's sewer service area.

Many individual on-site systems still exist within these basins and will continue to be in service until either the sewer collection system is extended to provide connection, or the Tacoma-Pierce County Health Department (TPCHD) requires connection due to health and/or environmental issues. Extension of the collection system by the County and private

development will continue to close the service gap between commercial/industrial and residential uses.

Concern about surface and groundwater pollution in the Chambers-Clover Creeks Drainage Basin was first reported by the Washington State Department of Health in 1939. Pierce County's urban areas are situated directly above a sole source aquifer that exists at multiple levels. The report attributed shallow aquifer pollution to increased population densities and the continued use of poorly maintained on-site septic systems. The report further identified that as the shallow upper aquifer became more polluted over time, new wells accessing the deeper aquifer levels would need to be constructed to provide safe potable water supplies.

In 1967, the Washington State Legislature adopted the County Services Act, RCW 36.94. This act authorized counties in Washington State to provide sanitary sewer services and facilities. Prior to this action, counties could not provide sanitary sewer service.

In 1969 Pierce County adopted the *Chambers Creek - Clover Creek Basin Sewerage General Plan* calling for staged construction of conventional sewer collection lines and a single centralized treatment plant with outfall to Puget Sound. In 1973 this service area - *Utility Local Improvement District 73-1* - became the central portion of the sewer service basin that included Lakewood, Parkland, and Spanaway. Expansion of the Chambers Creek facility and additional extensions to the collection system have been added over the past 30-years.

The Chambers Creek Regional Wastewater Treatment Plant (Plant) and associated Collection System is a sanitary system, meaning that the system collects and treats only wastewater and does not collect or treat stormwater. Collected wastewater is treated through anoxic secondary treatment utilizing primary sedimentation and anaerobic digestion and operates under a National Pollution Discharge Elimination System (NPDES) permit issued by the Washington State Department of Ecology. The Plant is currently rated to treat 28.7MGD (million gallons per day). The average daily flow is currently 20.1 MGD collected from the 117 square-mile service basin. The Sewer Division completed an expansion in December 2017 that increased total treatment capacities by approximately 60% allowing continued economic development and growth within the incorporated and unincorporated urban areas of Pierce County. Levels of service, and other policies pertaining to sewer service, are established in the Unified Sewer Plan.

Current state law prohibits the installation of sewers in rural areas unless installed/vested prior to the adoption of the State Growth Management Act in 1994, or as directed by the TPCHD. State law does not prohibit the installation of sewer lines through a rural area.

When an on-site septic system is reported for service or repair to the TPCHD, permits may be issued to allow the repair or replacement of all or part of a system. If the TPCHD finds that a septic system is unrepairable, soils will not support repairs, or the parcel is within 300 feet of a sewer collection line, connection to the sewer collection system is required.

While on-site septic systems remain a viable alternative to connection, the installation of any new system is interim, that is, the septic system is to be abandoned and connected to sewer once collection lines become available as defined by the appropriate agencies. An on-site septic system shall be considered an interim as defined per PCC 18.25.030 and shall be

designed to comply with *Planning Section Policy CP 2016-01, Dry Sewer Facility Exceptions*, and the *TPCHD Rules and Regulations for On-Site and Community Sewage Systems within the Urban Growth Area - Section IX Connection to Public Sewers*.

Utilizing the six-year Capital Facilities Plan, and the twenty-year Sewer Improvement Program, in conjunction with the Sewer System Model, the Sewer Division identifies programs, projects, upgrades, and replacements to all systems to meet evolving environmental regulations and the requirements of the County's NPDES permit.

Best construction methods and practices are employed to reduce impacts associated with construction of sewer infrastructure. All efforts are made to locate sanitary sewer facilities within existing road rights-of-way whenever possible and construction activities are coordinated to avoid critical flora, fauna, and aquatic areas and the disruption of transportation systems.

Given the size of the sewer service area, policies relating to sanitary sewer span multiple community plan boundaries. Policies pertaining to the sewer system require consistency and are a component of the Pierce County Comprehensive Plan.

Additional Utility policies and future planning can be found in the following documents:

- [2010 Unified Sewer Plan Section 1 Policies](#)
- [Sewer Improvement Program](#)
- [Capital Facilities Plan](#)

STORMWATER MANAGEMENT

As natural vegetative cover is replaced with homes, businesses, parking lots, and roads, surface water runoff (stormwater) tends to increase both in volume of runoff and rate at which the water drains off the land. Stormwater that has not been properly addressed can result in flooding, water quality and habitat degradation, and erosion when it is not addressed properly.

The drainage system within South Hill is comprised of stormwater pipes, man-made channels, stormwater ponds, and infiltration facilities. This system has not been adequate for all areas within the plan area. In the recent past, local home and business owners have experienced stormwater problems as a result of poor soil characteristics, lack of maintenance to facilities, and inadequate engineering specifications.



Most of the community is within a closed depression drainage basin where stormwater flows to a series of potholes. No natural surface water outlet is present in these potholes and the only means of exit is evaporation and infiltration.

Because this type of topography lends itself to frequent flooding, regulatory modifications and infrastructure investments had been prioritized since the mid-90's to address these situations. Developments within the closed-depression areas are now required to retain all of their stormwater flows and volume on-site to prevent further buildup of stormwater within the pothole. Pierce County has also obtained property and constructed regional stormwater ponds and a pump station to alleviate stormwater-related problems in existing developed pothole areas. Developers may inquire with Pierce County Public Works and Utilities about connecting to regional stormwater ponds. The regional ponds identified below are in addition to the approximately 55 publicly owned retention/detention ponds associated with individual substations.

Table J-17: Regional Stormwater Facilities

Facility Name	Location	Purpose
Afdem Pond	128th St. E. & 86th Ave. E.	Retention Pond
Hemlock Pond and South Hill Pump Station	144th St. E. & 120th Ave. E.	Retention Pond and Discharges to Puyallup River
Ates Pond	136th St. E. & 120th Ave. E.	Retention Pond
Springfield Pond 1	150th St. E. & 118th Ave. Ct. E.	Retention Pond
Springfield Pond 2	155th St. E. & 118th Ave. Ct. E.	Retention Pond
Springfield Pond 3	159th St. E. & 118th Ave. Ct. E.	Retention Pond
Sand Pit Pond	78th Ave. E. & 156th St. E.	Retention Pond
Lower Meridian Pothole	144th St. E. & Meridian Ave. E.	Retention Pond
Candlewood/Manorwood Pond	116th St. E. & 120th Ave. E.	Retention Pond

The goals and policies in this plan strive to ensure neighborhoods are not flooded by runoff from new development and that stormwater facilities are integrated into the natural landscape. General strategies are recommended to address the contributing factors of flooding episodes, including:

- Purchasing properties that have experienced repeated flooding episodes;
- Discouraging development in areas that are susceptible to flooding; and
- Properly maintaining public and private stormwater facilities.

Stormwater improvements in the South Hill area have focused on creating regional infiltration facilities, where feasible and then pipe systems connecting surrounding areas to those facilities. The South Hill Pump Station, which serves a large area east of Meridian Avenue East, is one such facility. Regional ponds serving the area west of Meridian Avenue East have been constructed at 128th Street East and 86th Avenue East, known as the AFDEM Pond, and the Sand Pit Pond located on 78th Avenue East north of 160th Street East. These facilities are shown on Map J-18. These facilities provide mitigation and management of historic flooding due to poor infiltration in the area and provide capacity for the additional stormwater volume associated with growth and development. These facilities do not have the ability to address regional water quality needs. New development requires on-site water quality treatment. Additional and expanded stormwater conveyance systems are needed to allow more areas to access and use the available capacity.

BASIN PLANNING

To assist in future decision making associated with stormwater issues, a series of basin plans have been prepared by Pierce County to address all aspects of surface water management. Three plans include portions of the South Hill Community Plan area:

- Clover Creek;
- Mid-Puyallup River; and
- The majority within Clear/Clarks Creek.

Implementation of the plans' recommendations will help ensure that actions taken to improve stormwater drainage in the County are in compliance with federal and state laws and regulations, particularly the federal Clean Water Act and Endangered Species Act.

POTABLE WATER SUPPLY

South Hill residents receive their potable water (or drinking water) from one of several types of public water systems operating under different ownership arrangements, (i.e. such as a municipal, mutual, or an investor-owned system). The majority of residents in the South Hill area receive their drinking water from a Group A water system, or a system serving more than 15 connections, operating under different ownership arrangements. Firgrove Mutual Water and Fruitland Mutual Water. Smaller areas of the community are serviced by Tacoma Water and the Southwood/South Water system. A few South Hill residents receive water service from a Group B system, a smaller water system with serving between 2 and 15 connections. Finally, a portion of South Hill residents obtain their water from an individual well. Of the eight Group A water systems operating in the South Hill community, the majority of residents receive service from one of four systems: Fruitland Mutual Water, Southwood Water, Tacoma Water, or Firgrove Mutual Water.

Fruitland Mutual's primary source of supply is ground water pumped from the Frederickson Aquifer located at or near sea-level. There are 5 active wells and a wholesale connection with Tacoma Public Utilities.

Fruitland Mutual Water



The Southwood/Sound water system is operated by Rainier Water Co.

Southwood/South Water pulls from 17 wells throughout the Spanaway and Graham areas.

Southwood/Sound Water



Tacoma Water provides direct service to more than 300,000 people throughout Pierce and King counties. Average available supply is 110 million gallons per day, and average use is 55 million gallons per day.

Tacoma Water



The Mutual includes 10 square miles with a population of about 20,000. Firgrove has permanent interties with the City of Tacoma and emergency interties with neighboring companies.

Firgrove Mutual Water



The Central Puget Sound area faces significant challenges in meeting the water needs for people and fish habitat with available resources. At current levels of water use, additional water supplies will be needed to meet both near-term and long-term water demand in the region.

While many of these systems would prefer the ability to drill for new sources of groundwater within their service areas, the likelihood of doing so is questionable. Instead, water systems are beginning to recognize the need to seek a regional water source to supplement existing sources of supply, which is reflected in several new regional planning efforts, such as the Central Puget Sound Water Initiative and ESHB 2514 planning processes.

At the local level, several Pierce County water purveyors operating within the urban growth boundary are in need of new sources of supply to serve anticipated new growth. Currently,

THUN FIELD HISTORY

1944 - Puyallup businessmen develop a gravel landing strip on the South Hill plateau along the primary route between the communities of Puyallup and Eatonville.

1949 - The airport was purchased by John Thun, Sr. and renamed 'Thun Field.'

1967 - After 18 years of private ownership, the airport and surrounding land (500 acres) is sold to the Puyallup Development Company.

1979 - Pierce County acquires Thun Field (150 acres). The Federal Aviation Administration and Washington State Department of Transportation - Aviation participate in the purchase of the airport.

2006 - A bench, placed adjacent to what was once the Thun family home and is now the airport office, is created in memory of John Thun, Sr.

2010 - A memorial plaque is added to John Thun's bench. In part, the inscription reads: '...John's spirited character, personal integrity, and noted involvement in the community helped make this airport a popular gathering place for many diverse groups of people...'

~~both Fruitland Mutual Water and the Southwood Water, each serving a portion of the South Hill community, are reaching capacity in terms of their water rights. Both systems have recognized the need for a new water source in their current individual water system plans and each is actively pursuing alternatives for additional sources. For example, Southwood Water is currently acquiring additional water rights through the purchase of existing wells with water rights and transferring the rights into the system capacity and has formalized a request to the City of Tacoma to enter a wholesale water contract. The majority of the Southwood Water system service area in the South Hill community is within the Silvercreek development. According to the Southwood/Sound Water System Plan, August 29, 2001, service to the development has already been committed. Fruitland Mutual Water is currently analyzing an intertie with the Lakewood Water District. See Map J-25: Water Systems.~~

Acknowledging the finite resource that it is, the policy focus for potable water is placed on aquifer recharge, resource protection, and conservation. These efforts require cooperation between public agencies, water purveyors, and community groups. Due to the limited available information about the aquifers, the planning and monitoring efforts for the Chambers-Clover Creek water resource area and other regional water resource management efforts should also be supported.

PIERCE COUNTY AIRPORT (THUN FIELD)

The Pierce County Airport is a publicly-owned facility operated by Pierce County. Airport and aircraft provisions located on the 150-acre site include support services for activities associated

with accommodating small piston and turbine-engine aircraft, airport patron, tenants, and the general public. These support services include a single non-precision instrument lighted runway and a full-length taxiway, with exit and crossover taxiways to the terminal area



Airport Capabilities

facilities. The annual operations for the airport as of 2017 is 100,000 landing and takeoffs, primarily general aviation with limited commercial air taxi/commuter operations.

The terminal area building and facilities are used and occupied under lease by aircraft operators and private and commercial enterprises. Airport hangars are owned and operated by a mix of county and private entities and provide for various uses, including individual aircraft storage, transient storage, commercial maintenance/repair, leased business and office areas. Hangar storage currently totals 138 units, with an on-demand hangar waiting list of over 35 planes. In 2001, Pierce County adopted an updated master plan that details future improvements to the airport.

The Pierce County Airport was developed in 1944 by a group of local businessmen. Initially, low density residential sites and agricultural operations surrounded the facility. As time proceeded, the airport ownership transferred to various private individuals/partnerships. Airport improvements attracted more civilian based aircraft and an increase in aircraft operations, growing from approximately 25,000 annual operations in the 50's to roughly 49,000 annual operations in 1980. The residential community surrounding the airport began to grow also, but not to the extent as in the 80's and 90's. Aircraft operations grew from approximately 25,000 annual operations in the 1950s to roughly 49,000 annual operations in 1980 as airport improvements attracted more civilian-based aircraft. In the late 70's, the FAA encouraged a local government to sponsor the facility to assure continued aircraft recreation activity. Pierce County acquired Thun Field in 1980 with participation from the FAA and Washington State DOT, Aeronautics Division. The manager of the County Park, Recreation, and Community Services Department assumed the initial administrative sponsorship of the facility. In 1994, the airport's management was transferred to the County Department of Public Works and Utilities. Residential construction skyrocketed around the airport in the late 80's and throughout the 90's, and has steadily continued through the 2000s. By 2002, it is forecasted that there will be a total of 170,000 operations. With the combination of residential and aircraft operation growth, various neighborhoods have an increased sensitivity towards safety and noise issues.

The community plan supports the function of an airport advisory committee. Committee membership should represent both residential and aviation interests. In addition to updates to the airport master plan, the committee should explore good neighbor practices to implement at the airport. As a means to recognize the airport as a community facility, the airport master plan should be incorporated as a component of the South Hill Community Plan, requiring additional

The runway at Thun Field, measuring 3,650 feet long by 60 feet wide, is capable of handling all general aviation aircraft, from light sport to small business jets. Available aviation support and airport services include:

- Aircraft repair and maintenance
- Aircraft storage and parking
- Aviation fuel and oil sales
- Avionics repair
- Charter and business flights
- Flight supplies and equipment
- Flight training
- Restaurant with observation deck seating

community review for future revisions to the master plan. Additional policies encourage Pierce County to develop a marketing plan for available airport properties.

DESCRIPTION OF DESIRED CONDITIONS

Community residents emphasize that their quality of life is dependent on the level of service for certain facilities and infrastructure. Increased access to public services and additional oversight of the Pierce County Airport are also desired. Agency coordination, regulatory modifications, and public investment highlight strategies to successfully accomplish the community's goals. **Error! Reference source not found.** was developed during the visioning process. The map identifies numerous facilities and services desired by the citizens.

PUBLIC PARKS

The objectives, policies, and standards focus on the acquisition and development of property for public parks and a community trail system. Strategies identify possible funding mechanisms and public agency partnerships. Additional policies address park and trail design to ensure associated amenities provide visitors various opportunities for enjoyment.

Existing utility corridors are identified as potential community trail segments. Pierce County is directed to enter into discussions with the Bonneville Power Administration, Tacoma Water, and Williams Natural Gas to negotiate conditions associated with the development of a trail system. The trail system would fulfill a dual role, providing pedestrian connections between residential neighborhoods and the Meridian commercial districts, and providing passive recreation opportunities.

Five new sites are identified as possible parks. The vast majority of these sites are existing publicly owned properties or dedicated undeveloped tracts within established neighborhoods. Policy also directs the County to explore the acquisition of the property located southwest of the intersection of 144th and Meridian for a public commons area if it becomes available on the real estate market. Although a site has not been specified, the need for a multi-purpose community center has also been identified. Possible uses for this type of facility may include community holiday functions, senior activities, service organizations, etc.

IDENTIFIED PUBLIC PARK SITES

- Horse Haven Creek Park and Trail
- Hopp Farm/Hemlock Pond Park and Trail
- Ates Pond Park and Trail
- Reservoir Park and Trail
- Half Dollar Park (94th Avenue and 124th)

STORMWATER MANAGEMENT

The objectives, policies, and standards strive to manage stormwater to ensure existing neighborhoods are not flooded by runoff from new development and to more effectively

integrate stormwater facilities into the natural landscape. General strategies are recommended to address the contributing factors of flooding episodes: Purchasing properties that have experienced repeated flooding episodes; discouraging development in areas that are susceptible to flooding; and properly maintaining public and private stormwater facilities. The community plan should be updated with more specific recommendations once local basin planning is completed.

SANITARY SEWER

Limited policy direction is provided to Pierce County to consider revising sewer regulations to increase the required hook-up distance for formal plats beyond 300' of a main to decrease the development of new septic systems. The desire to fully sewer the entire community should be balanced with the need to recharge the aquifer.

POTABLE WATER

Acknowledging the finite resource that it is, the policy focus for potable water is placed on aquifer recharge, resource protection, and conservation. These efforts require cooperation between public agencies, water purveyors, and community groups. Due to the limited available information about the aquifers, the planning and monitoring efforts for the Chamber-Clover Creek water resource area and other regional water resource management efforts should also be supported.

PUBLIC SCHOOLS

Most children and young adults spend six hours a day, nine months a year in a public school. In addition to providing core education, school programs provide students with social interactions, exposure to the arts, and sports opportunities. Although the Puyallup School District has a high reputation for providing a quality education experience, the recent residential growth is straining the district's ability to provide the desired school space for students in the South Hill community.

It is recognized that the Puyallup School District is the responsible entity to address the core issues. Policies strive for increased coordination between the County and the district to develop strategies to address student capacity deficiencies. Specifically, the district is encouraged to actively pursue an increase in impact fees that are collected through the County's building permit process. Additional coordination is also needed between the two entities to ensure students have safe walking routes from their residential neighborhoods to schools.

PIERCE COUNTY AIRPORT (THUN FIELD)

Heated debates occur when pilots and residents living around the Pierce County Airport are convened in the same forum. Residents complain of the noise generated and acrobatic

maneuvers performed by individual aircraft. Pilots respond with reference to FAA regulations, but concede that some individuals have not always complied with them. Through the planning process, both sides of the issue have recognized that a lack of productive dialogue has escalated the tension.

The primary emphasis of the policies is on the establishment of an airport advisory committee. Committee membership would represent both residential and aviation interests. In addition to updates to the master plan, the committee would explore good neighbor practices to implement at the airport. As a means to recognize the airport as a community facility, the airport master plan would be incorporated as a component of the South Hill Community Plan. This reference would require additional community review for future revisions to the master plan. Additional policies encourage Pierce County to develop a marketing plan for available airport properties.

PIERCE COUNTY OFFICES

Residents and business owners are currently required to travel to the City of Tacoma to receive certain County services. The population in the community and surrounding Urban Growth Area warrants some level of local access. The County has located a Sheriff's Substation in the South Hill area at 160th and Meridian Avenue East. The County has also constructed a major maintenance facility on 94th Avenue East and 120th Street East. The Sewer and Traffic Operations (STOP) facility provides sewer and traffic maintenance services.

Policies encourage the County to survey community residents and business owners to determine the appropriate services to be located in a potential Pierce County satellite service center. The County should identify existing public or private facilities in South Hill that could serve as a potential Pierce County satellite service center.

TRANSPORTATION

Improvements to the transportation system need to efficiently facilitate the existing and projected automobile traffic.

The policies strive to safely connect roadways, bike lanes, and trails to residential neighborhoods, schools, parks, community services and commercial areas. The community plan development is accompanied by appropriate infrastructure such as sidewalks, roads, and bicycle paths. A top priority is connections within neighborhoods, between neighborhoods, and throughout the community. Plan policies and action steps prioritize:

- sidewalk connections from schools to surrounding neighborhoods;



- ~~sidewalk connections extending from one subdivision to another in a continuous fashion;~~
- ~~sidewalk and bicycle connections from residential areas to commercial areas; and,~~
- ~~pedestrian and bicycle facilities within commercial centers so the auto is not the only mode of travel.~~

CAPITAL FACILITIES POLICIES

GOALS

We envision a community with roadways, bike lanes, and trails that safely connect our homes with our schools, parks, community services, and commercial areas. Services such as police, fire, and County offices will be adequately staffed and easily accessible. South Hill will be an area where infrastructure such as sanitary sewers, effective surface water management facilities, and transportation improvements are available as developments are approved. Such facilities will allow safe, efficient access to goods and services at all hours of the day. Capital facilities planning should prioritize infrastructure improvements in growth areas, particularly the Centers and Corridors, while maintaining suburban level of improvements in single-family residential areas.

GENERAL

- GOAL SH CF-1** The South Hill community has experienced tremendous residential and commercial growth in the past 10 years. As the community has become urban, the need for public facilities and services has increased to maintain a desirable quality of life. The policy statements in this element identify public facilities and service investments necessary to achieve the community’s vision.
- SH CF-1.1** Explore opportunities for funding that may include special taxing districts, grant funding, and community fundraisers.
- SH CF-1.2** Control impacts to traffic and transportation networks during construction projects.
- SH CF-1.2.1** Utility providers shall be required to notify Central Pierce Fire and Rescue, school districts, and other utility providers regarding construction activities, schedules, and locations.
- SH CF-1.2.2** Pierce County shall inform residents of road projects that may disrupt traffic in the South Hill area. Various communication methods should be employed to disseminate the information as quickly as possible.

PUBLIC SCHOOLS

- GOAL SH CF-2** To communities such as South Hill, local schools provide the spirit of the community. Through its educational curriculum and facilities, the Puyallup School District has a high quality reputation. The residential growth in recent years has challenged the district in maintaining its quality educational environment. Elementary schools have reached their capacity even with the placement of modular units. As a result, students are bused to schools outside their neighborhoods. Students that do attend local schools are either bused or driven to schools because of the lack of safe walking routes. Acknowledging that Pierce County has a limited ability to address these issues, the intent of the school policies is to provide coordination with the Puyallup and Orting school districts.
- SH CF-2.1** The location of schools ~~should~~ shall be considered in the planning and construction of future sidewalks, crosswalks, and pedestrian paths.
- SH CF-2.2** Coordinate with the Puyallup School District school districts to identify and prioritize designated school walking routes in the Safe Routes to School program that are in need of safety improvements.
- SH CF-2.3** Safe crosswalk systems shall be developed with added technology including flashing signs and in-street flashers to increase safety for pedestrians in crosswalks.

THUN FIELD

- GOAL SH CF-3** As a community airport, the Pierce County Airport (Thun Field) provides economic opportunities and facilitates aircraft-related training to various segments of Pierce County residents. South Hill residents recognize these positive contributions of Thun Field; however, an airport can also impede the quality of living of life for adjacent residential neighborhoods if appropriate mitigation measures are not put in place. The intent of the following policies is to foster communication between the aviation community, facility operators, and residents to pursue good neighbor practices.
- SH CF-3.1** Improvements should be made to keep Thun Field operating safely and efficiently. Noise mitigation should proceed in conjunction with operational changes.

AIRPORT MANAGEMENT

- GOAL SH CF-4** Ensure a responsive and qualified airport management team.
- ~~**SH CF 4.1** A Thun Field airport advisory committee shall be formally appointed by the County Council.~~
- ~~**SH CF 4.1.1** The membership of the committee shall be balanced to represent various segments of the South Hill community, including representatives from aviation interests, Thun Field building tenants, the South Hill Land Use Advisory Commission, surrounding homeowner associations, and the Federal Aviation Administration.~~

- ~~SH CF-4.2~~ Incorporate the Pierce County Master Plan for Thun Field as a component of the South Hill Community Plan. The master plan is hereby incorporated by reference.
- SH CF-4.3 Property owners within the Pierce County Airport area of influence should be notified of proposed amendments to the Pierce County Airport Master Plan.
- ~~SH CF-4.4~~ Explore the possibility of creating a new Pierce County department to manage Thun Field and its operations.

GOOD NEIGHBOR PRACTICES

- GOAL SH CF-5** Minimize impacts to surrounding residential neighborhoods by pursuing good neighbor practices such as:
 - SH CF-5.1 Occasionally scheduling airport staffing hours to extend into the evening during the summer months to monitor aircraft operations;
 - SH CF-5.2 Preparing and publishing a formal procedures document that outlines the steps airport officials will follow when responding to complaints;
 - SH CF-5.3 Establishing a formal complaint log documenting complaints associated with aircraft operations around the Pierce County Airport or management of facilities; and
 - SH CF-5.4 Posting airport regulations and contact information for officials serving on the Thun Field Advisory Committee (TFAC) and airport staff at different facilities at the Pierce County Airport.
- GOAL SH CF-6** Require Thun Field to include an architectural design plan within the master plan.

REVENUE SOURCES

- GOAL SH CF-7** Thun Field shall strive to be a financially self-sufficient facility.
 - SH CF-7.1 Pierce County should develop a plan in consultation with the Pierce County ~~Community Services Department~~ Economic Development Section Department and the airport advisory committee to market available commercial sites on the Thun Field property.

PIERCE COUNTY OFFICES

- GOAL SH CF-8** Residents of South Hill have various needs to access Pierce County offices ranging from applying for a building permit to attending a public hearing for a proposed subdivision. As the population of the community grows, the need for this access increases. Currently, South Hill residents have to travel between 30 and 60 minutes to a County office in the City of Tacoma. Policy direction encourages Pierce County to make the County's services more accessible.
 - SH CF-8.1 Provide Access to Pierce County government services within the South Hill community.

- SH CF-8.2** Encourage Pierce County to locate offices in South Hill to enable residents and business owners to attend County-related appointments and obtain permits without traveling to the City of Tacoma.
- SH CF-8.2.1** Identify existing public or private facilities in South Hill that could serve as a potential Pierce County satellite service center.
- SH CF-8.2.2** Survey various segments of the South Hill community to identify which services are desired in the community.

PARKS AND RECREATION POLICIES

- GOAL SH CF-9** Provide and maintain park lands and recreational facilities and ~~services programs~~ within the community that are accessible to adults and children and meet the recreational needs of an ~~urban~~ suburban population.
- SH CF-9.1** Develop recreational facilities identified and desired by the South Hill community.
- SH CF-9.2** Actively pursue opportunities to acquire land for ~~the following~~ different types of park and recreational facilities to meet the needs of the community:
 - ~~SH PR 1.1.1~~ — Community multi-use trail system;
 - ~~SH PR 1.1.2~~ — Athletic fields;
 - ~~SH PR 1.1.3~~ — Picnic areas;
 - ~~SH PR 1.1.4~~ — A park that includes a community center for seniors equipped with kitchens and potentially gym facilities;
 - ~~SH PR 1.1.5~~ — Tennis courts; and
 - ~~SH PR 1.1.6~~ — Covered outdoor basketball courts.
- ~~SH PR 1.2~~ — Support the development of an aquatic center in the Emerald Ridge High School neighborhood.
- SH CF-9.3** Initiate discussions to revise the distribution of County monies that are raised through activities at other parks.

TRAIL SYSTEM

- ~~GOAL SH CF-10~~ — Adopt a trail corridor map that identifies desired segments for a South Hill community trail system. Periodically review and update the County’s adopted Trail Plan so that it includes desired segments of the South Hill community trail network.
- SH CF-10.1** Multi-use trails should incorporate existing utility corridors including gas, power, rail, and road rights-of-way.
- SH CF-10.2** Design the community-wide trail ~~system~~ network to connect residential areas located within one mile of schools.

- SH CF-10.3** Explore strategies to remove various types of natural and built barriers to allow connections between existing subdivisions and commercial districts to a community-wide trail system network.
- SH CF-10.4** Promote development of the South Hill Heritage Corridor and its linkage to Naches Trail.
- SH CF-10.5** Promote development of a trail link between the Rogers/Zeiger Athletic Complex Heritage Recreation Center and the 9th Street Pit STOP Facility/Half Dollar Park along 90th Avenue East.
- SH CF-10.6** Promote development of a trail link between the South Hill Community Park, the property located southwest of the intersection of 144th and Meridian, Meridian Habitat Park, Hemlock Pond/Hopp Farm, and the Tacoma Public Utilities Reservoir site along 144th Street East.
- SH CF-10.7** To increase state and federal funding opportunities, the trail system network should connect commercial/retail centers with residential areas and activity centers.
- SH CF-10.8** Identify segments of the trail where a par course for exercise and recreation is warranted and feasible. Distance markers should be placed along the trail for walkers and runners.
- SH CF-10.9** Coordinate with the Non-Motorized Trail Plan where segments of the South Hill community trail network are proposed within the County's road right-of-way.
- GOAL SH CF-11** Actively pursue opportunities to develop a community-wide trail system.
 - SH CF-11.1** Pierce County should enter into discussions with the Bonneville Power Administration, Tacoma Water, and Williams Natural Gas to negotiate conditions associated with the development of the trail.
 - SH CF-11.2** Developing a trail network should be pursued in the listed order of priority:
 - SH PR-1.2.1** Tacoma Water pipeline right-of-way;
 - SH PR-1.2.2** Bonneville Power Administration right-of-way; and
 - SH PR-1.2.3** Williams Natural Gas right-of-way.
 - SH CF-11.3** Trail segments that connect residential areas to parks and schools should have a higher priority for local funding.
 - SH CF-11.4** Pierce County should initiate discussions with area school districts to develop linkages between residential areas and schools.
 - SH CF-11.5** Provide incentives for development projects that incorporate connections to the trail identified in the adopted South Hill trail plan Pierce County Trail Plan.

PARKS

- GOAL SH PR-2** Locate parks throughout the community's neighborhoods that provide recreation opportunities.
- SH PR-2.1** ~~Amend~~ Update the Pierce County Park, Recreation, & Open Space Plan to analyze feasibility and pursue active and passive park/recreational uses ~~in the following priority:~~ at Horsehaven Creek Park.
- ~~SH PR-2.1.1~~ ~~Horse Haven Creek Park and Trail;~~
 - ~~SH PR-2.1.2~~ ~~Hopp Farm/Hemlock Pond Park and Trail;~~
 - ~~SH PR-2.1.3~~ ~~Ates Pond Park and Trail;~~
 - ~~SH PR-2.1.4~~ ~~Reservoir Park and Trail; and~~
 - ~~SH PR-2.1.5~~ ~~Half Dollar Park (94th Avenue East and 124th Street East).~~
- ~~SH PR-2.2~~ If the property located southwest of the intersection of 144th Street East and Meridian Avenue becomes available for sale, Pierce County should explore acquisition for a park and recreation site with community facilities, such as a senior center.
- SH PR-2.3** Park design should incorporate amenities that provide visitors various opportunities for enjoyment.
- SH PR-2.4** Incorporate a multi-purpose community center ~~with indoor kitchen and gymnasium facilities~~ into an identified park site. The facilities should be designed to accommodate activities for all segments of the community.
- SH PR-2.4.1** Recognize the need for both passive and active recreation in parks in the South Hill community.
 - SH PR-2.4.2** Incorporate amenities into passive parks that provide added enjoyment for visitors, such as interpretive signage, trails, and picnic tables.
 - SH PR-2.4.3** Explore the development of an off-leash dog park.
- ~~SH PR-2.5~~ Incorporate regulation standard athletic fields in the design of the Rogers/Zeiger Sports Complex.
- ~~SH PR-2.5.1~~ Athletic fields should be designed to meet baseball, softball, football, and/or soccer regulation specifications for area and materials, including those items reasonably necessary for play during daytime and evening hours for all ages.

TRANSPORTATION POLICIES

Moved to Chapter 7 of this document

UTILITIES POLICIES

STORMWATER

GOAL SH U-1 The intent of the following policies is to reduce the effects of flooding episodes, improve the function of existing stormwater facilities, and to more effectively integrate stormwater facilities into the natural landscape.

SH U-1.1 ~~Maintain the predeveloped hydrology of a site and reduce reliance on traditional surface water management techniques.~~ Use low impact development in the design of stormwater facilities as required by the 2015 Pierce County Stormwater Management Manual.

SH U-1.2 _____

FREQUENTLY FLOODED AREAS

GOAL SH U-2 Reduce flooding in the South Hill community.

SH U-2.1 Properties with development limitations due to standing water and high groundwater tables should be included as *sending sites* in a Transfer of Development Rights program to provide a financial return to the property owner and preserve the natural functions of the site.

SEWER FACILITIES

GOAL SH U-3 Sanitary sewer facilities should be planned for and constructed in accordance with County codes, the Unified Sewer Plan, Sewer Improvement Program, and Capital Facilities Plan.

GOAL SH U-4 ~~The Planning and Land Services~~ ~~Public Works~~ Department ~~and Public Works and Utilities Department~~ should consider revising sewer regulations to increase the required hook-up distance for formal plats beyond 300 feet of a main to decrease the development of new septic systems.

WATER SYSTEMS

GOAL SH U-5 The provision of adequate domestic water supplies is a crucial component of supporting population growth. The intent of the following policies is to ensure that adequate water supplies are available to support projected population growth and water conservation measures are enacted.

SH U-5.1 Encourage land uses and programs that promote aquifer recharge and an adequate water supply within the plan area.

SH U-5.1.1 Ensure landscape regulations promote water conservation.

SH U-5.1.2 The design of new public parks and their facilities in South Hill should allow for water re-use.

SH U-5.1.3 Encourage Pierce County, Pierce College, WSU Extension office, and community groups to develop a contest or demonstration garden to increase public awareness of water conservation issues, alternatives, and xeriscaping.

~~**SH U-5.1.4** Solicit South Hill businesses and community groups to sponsor an annual yard maintenance workshop that teaches homeowners proper fertilizer and pesticide application methods.~~

SH U-5.2 Pierce County should seek to amend state laws to allow water to be transferred among pressure systems and water purveyors to accommodate growth and development.

GOAL SH U-6 Coordinate watershed planning processes for the Chambers-Clover Creeks Water Resource Inventory Area (WRIA), conducted under State law Engrossed Substitute House Bill (ESHB) 2514, with other planning efforts in Pierce County.

SH U-6.1 Utilize the Chambers-Clover Creeks Watershed Basin Plan in future updates to the South Hill Community Plan.

SH U-6.2 Consider the results of the water availability analysis conducted under ESHB 2514 when making future land use decisions within the WRIA.

SH U-6.3 Support monitoring of groundwater through the ESHB 2514 Chambers-Clover Creek Watershed Plan process.

IMPLEMENTING ACTIONS

The following is a list of actions that need to be completed in order to implement the policies contained within this plan. They are arranged according to the timeframe within which each should be completed: short, medium, or long term. Short-term actions should occur within one year of plan adoption update. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption update. The parties responsible for leading the effort to complete the action item are listed in parenthesis following the action. Actions are assigned to the South Hill Advisory Commission (SHAC), Pierce County Planning and Land Services—Public Works (PPWALS), Pierce County Economic Development (EGD), Pierce County Parks and Recreation (Parks), Pierce County Public Works (PW), Airport Advisory Committee (AAC), Thun Field Advisory Commission (TFAC), and Tacoma-Pierce County Health Department (TPCHD).

SHORT TERM ACTIONS

- ~~1. Appoint a Thun Field Advisory Committee to work with the County, airport managers, and users to ensure good neighbor practices. (Pierce County)~~
2. Develop an urban essential public facility PUD for the Pierce County Airport. (PPWALS, Public Works, Pierce County Airport Advisory Commission, TFAC)

3. Identify existing public or private facilities that could serve as a potential Pierce County satellite service center. (SHAC, Pierce County)
4. Augment each school district's effort to identify, program, and implement improved nonmotorized connections to their local schools. Review the existing and future needs for improving existing connections between the schools and neighborhoods using such information as the individual School Walk Route Plan. Develop strategies for implementing such connections. (PWU, PPWALS)
5. Appoint a committee to investigate and recommend solutions to the Thun Field Area of Influence and Employment Center. The committee should consider safety records, compatibility issues, the need for industrial lands, and the viability of Thun Field as an Employment Center. Members of the committee should include WSDOT Aviation Division, Pierce County Planning and Public Works ~~and Utilities~~, Pierce County Economic Development, Puyallup School District, property owners within the EC zone, property owners within Zone 6, and representatives from the CPB and the SHAC. (WSDOT, PPW, ED, SHAC)

Parks

6. Develop and adopt a detailed plan for the South Hill Community Trail that:
 - links to schools, parks, neighborhoods;
 - promotes or links to the Heritage Corridors where possible;
 - provides educational and fitness resources;
 - includes interpretive signs. (PPWALS, SHAC, Parks)
7. Pursue community trail development through discussions/negotiations with Bonneville Power Administration, Tacoma Water, and Williams Natural Gas. (PALS Parks, SHAC)
8. Conduct a study to determine the feasibility of the acquiring and developing the parks listed in this Element with the desired amenities and water reuse systems. (Parks ~~and Recreation~~, SHAC)
9. Amend the Pierce County Parks and Recreation Plan to include the active and passive park/recreational uses in accordance with plan priorities and results of the feasibility study. (Parks ~~and Recreation~~)

Transportation

- ~~10. Amend parking requirements for parks where adjacent to school sites. (PALS)~~
- ~~11. Develop and implement measures for traffic calming and speed control facilities to be utilized to increase safety. Consider revising road design standards or functional classifications in order to implement traffic calming measures. (SHAC, PALS, PW)~~
- ~~12. Revise the transportation concurrency method to reflect the congestion on the roadway network and relate to the methodology of the traffic impact fee program. (PWU, PALS)~~
- ~~13. Augment each school district's effort to identify, program, and implement improved nonmotorized connections to their local schools. Review the existing and future needs for improving existing connections between the schools and neighborhoods using such~~

information as the individual School Walk Route Plan. Develop strategies for implementing such connections. (PWU, PALS)

14. Amend the Pierce County Transportation Plan projects and 6-year Transportation Improvement Plan to reflect the projects and priorities of the South Hill Community Plan. (PALS, PW)
15. Develop and adopt incentive-based regulations that provide for density incentives in exchange for a public benefit, such as dedication of rights-of-way, to help achieve the goals of the community plan. (PALS, PW)

MID-TERM ACTIONS

1. Establish annual workshops with adjacent cities and communities to establish coordination and communication for establishing services and facilities. (Pierce County, SHAC, AAG TFAC)
2. Explore opportunities for to funding for services and facilities that may include special taxing districts, grant funding, and community fundraisers. (PPWALS, SHAC)
3. Explore opportunities to co-locate community facilities and services. (PPWALS, SHAC, PW, AAG TFAC)
4. Establish a system by which utility providers are required to notify Central Pierce Fire and Rescue, Puyallup School District, and other utility providers regarding construction activities, schedules, and locations. (Public Works-PPW)
5. Identify properties that need to be acquired to preserve existing flood plains and construct CIP projects. (Public Works PPW, SHAC)
6. Educate the public about the County's Floodplain Preservation and Property Acquisition Program. (Public Works PPW, SHAC)
7. Formalize an educational program to communicate the tenets of sustainable development techniques to the South Hill community. (Public Works PPW, SHAC)
8. Develop an inspection program for existing public and private stormwater ponds within subdivisions to enforce existing maintenance agreements on private stormwater facilities. Where the responsible homeowners' association is not responsive to the maintenance of the private stormwater facility and public resources are necessary to complete the maintenance, fees and liens on property should be applied. (Public Works)
9. Develop a contest or demonstration garden to promote water conservation measures. (SHAC, WSU, Water Purveyors PPW)
10. Sponsor a yard maintenance workshop to instruct homeowners on the proper use of fertilizers and pesticides. (SHAC, Water Purveyors)
11. Pursue amendments of state law in order to allow water to be transferred among pressure systems and water purveyors. (PPWALS, TPCHD)

12. Review local water purveyor's ability to serve the expected densities and 20 year growth projections. Recommend service area revisions to problem areas. (Public Works PPW)
- ~~13. Update the South Hill Community Plan with revisions from the Basin Plan. (PALS, Public Works)~~
14. Coordinate with local school districts to increase impact fees. (SHAC, PPW)
15. Coordinate with local school districts to identify and prioritize designated walking routes to school. (SHAC PPW)
16. Coordinate roadway and utility related construction activities in order to minimize the delays on alternative roadways within close proximity of one another. (PWU PPW)

Parks

17. Conduct public forums to discuss the formation of a local park taxing district or service area to fund park/trail acquisition and maintenance. (SHAC, Parks and Recreation)

Transportation

- ~~18. Assess the demand and operational feasibility for fixed route and demand responsive transit services in the South Hill area and to the outlying areas. Services for these areas should be implemented if they are operationally viable and aid in the reduction of traffic congestion in the South Hill area. The assessment should include the following roadways: (Pierce Transit, Sound Transit)~~

- ~~● 70th Avenue /Woodland Avenue East~~
- ~~● 86th Avenue East~~
- ~~● 94th Avenue East~~
- ~~● Meridian Avenue East~~
- ~~● 122d Avenue/Military Road East/Shaw Road East~~
- ~~● 112th Street East~~
- ~~● 122nd Street East~~
- ~~● 128th Street East~~
- ~~● 136th Street East~~
- ~~● 144th Street East~~
- ~~● 152nd Street East~~
- ~~● 160th Street East~~
- ~~● 176th Street East~~
- ~~● Sunrise Parkway East/Sunrise Boulevard East~~

- ~~19. Assess the need, benefits, costs, and implementation strategies for providing significant capital and operational improvements on and along Meridian Avenue East inclusive of the addition of through lanes on Meridian Avenue East from 176th Street E to 112th Street E and the implementation of access management strategies. WSDOT should develop and prioritize these strategies by:~~

- ~~establishing a committee of citizens, business owners, County staff and WSDOT staff to identify needed improvements and potential funding sources;~~
- ~~adopting a Corridor Management Plan or EIS that details the planned improvements; and~~
- ~~proposing revisions to state transportation programs and/or budgets to ensure improvements are implemented. (WSDOT, PWU)~~

~~20. Site, coordinate, and implement the selection of one or more park and ride sites that will serve the South Hill area. A site should be considered near the southern boundary of the community plan area such as 176th Street East and Meridian Avenue. (WSDOT, Pierce Transit, Pierce County)~~

~~21. Establish a system by which South Hill residents will be informed of road projects that may disrupt traffic in the area. (Public Works, SHAC, Pierce Transit)~~

~~22. Coordinate roadway and utility related construction activities in order to minimize the delays on alternative roadways within close proximity of one another. (PWU)~~

~~23. Develop a neighborhood speed control program by:~~

- ~~Approving a budget to develop and implement the program.~~
- ~~Hiring staff to produce administrative procedures to evaluate and prioritize options for interested neighborhoods.~~
- ~~Considering the use of speed control methods inclusive of bulb outs, traffic circles, and speed humps. (PWU)~~

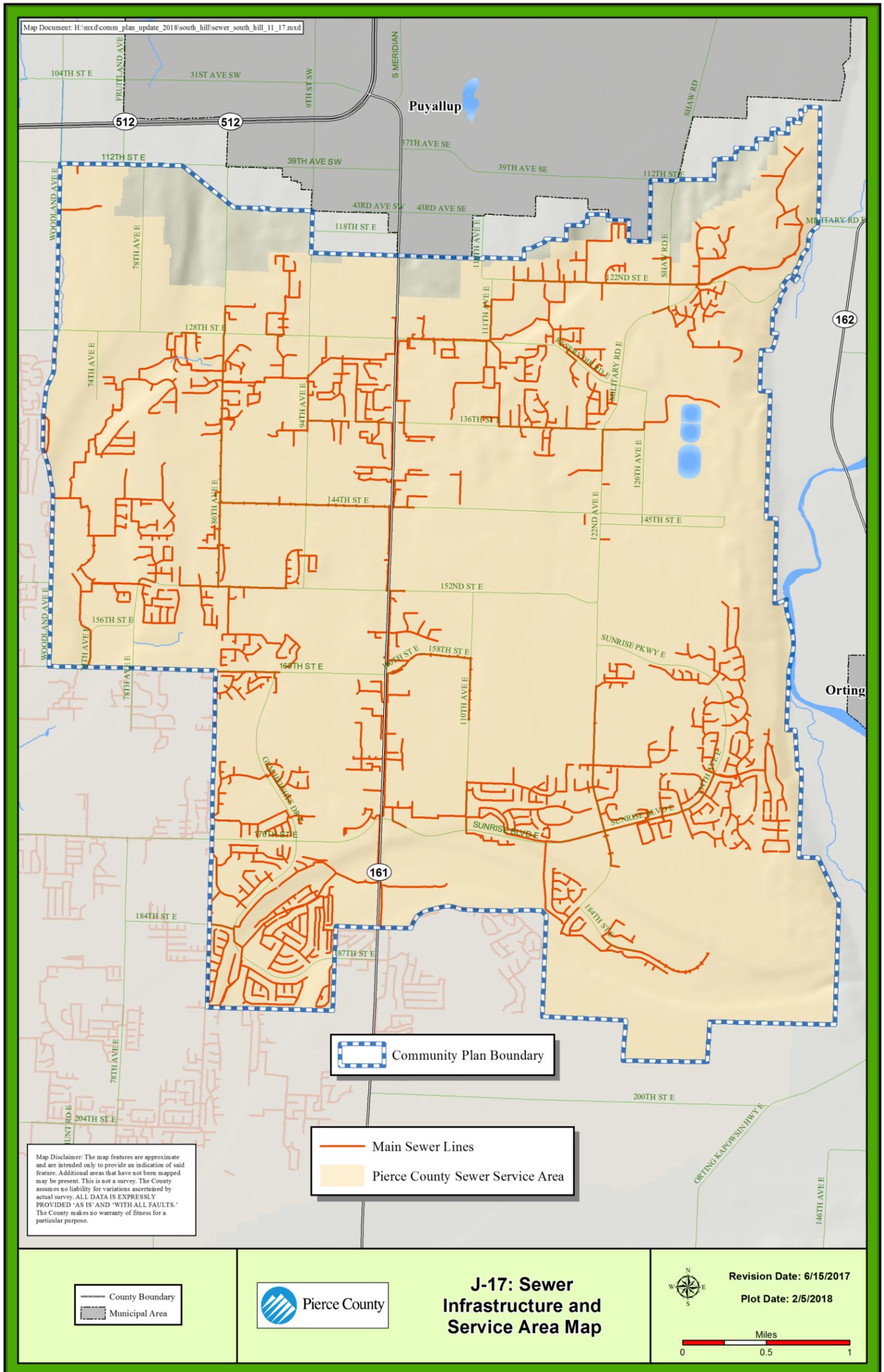
~~24. Implement the nonmotorized plan by including priority projects in the 6-year Transportation Improvement Plan. Investigate and implement methods to fund the comprehensive system.~~

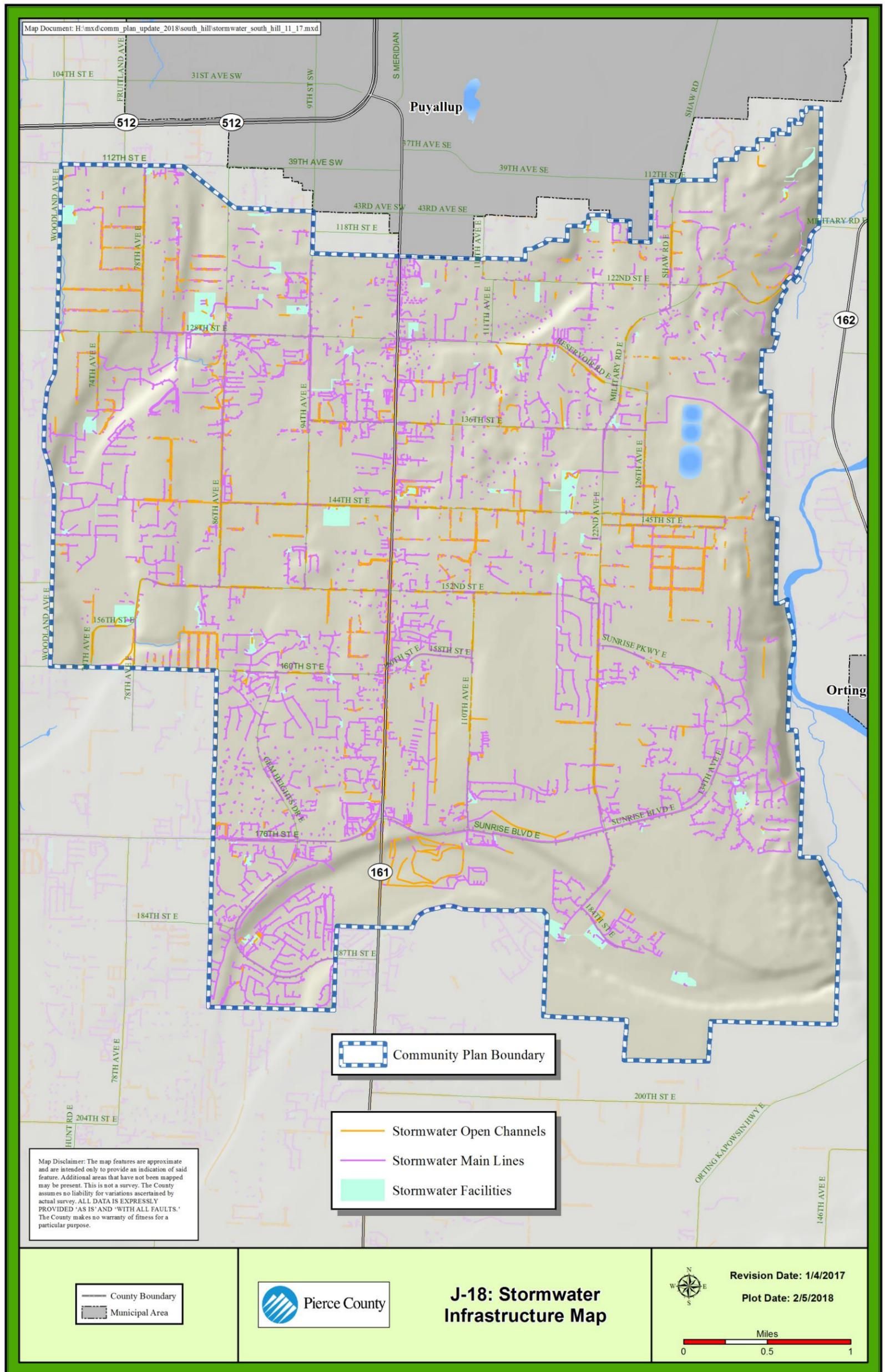
LONG TERM ACTIONS

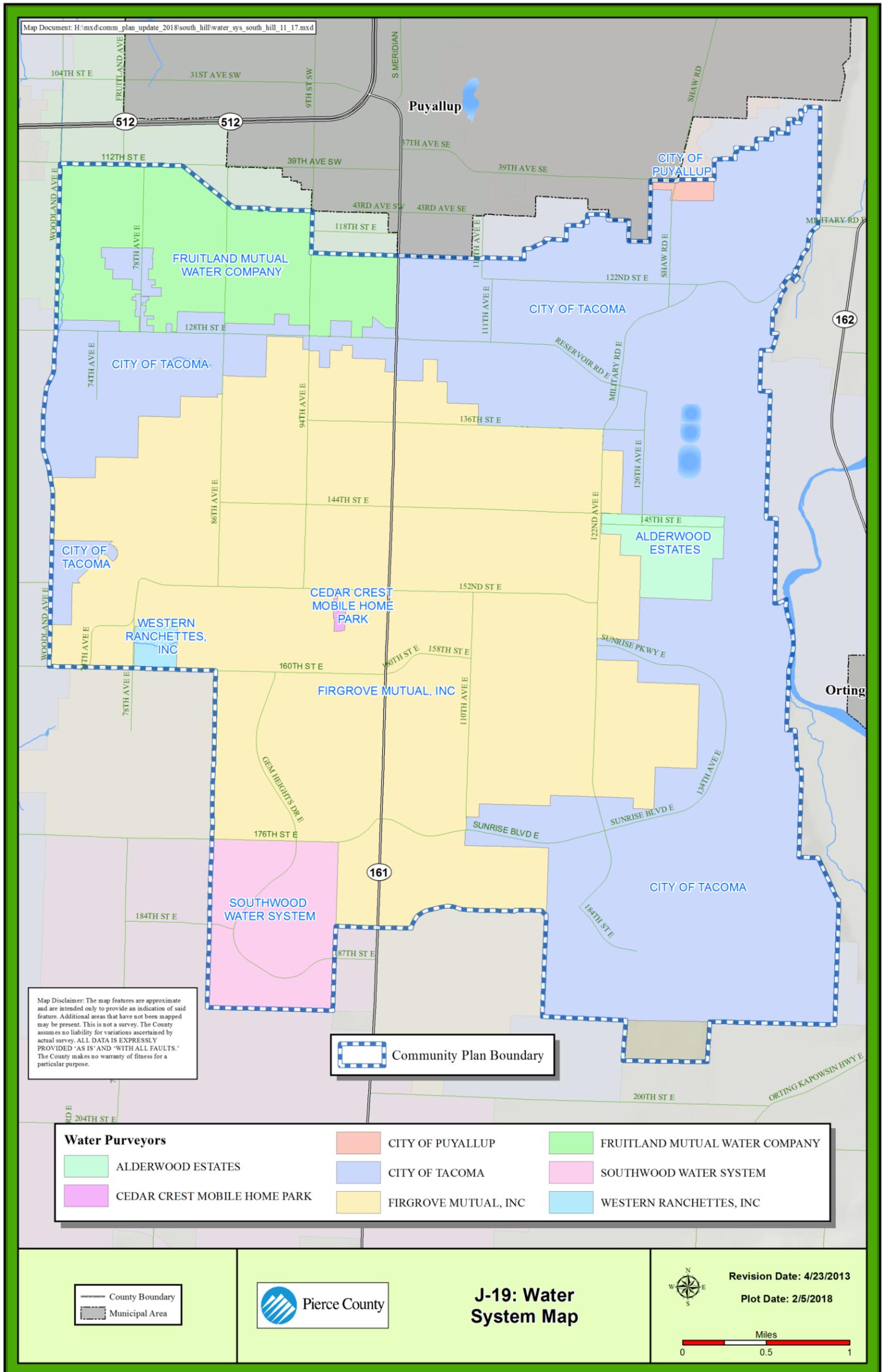
1. Develop and implement a marketing plan for commercial sites at the airport. (Pierce County Economic Development ED, airport advisory committee TFAC, PPW)

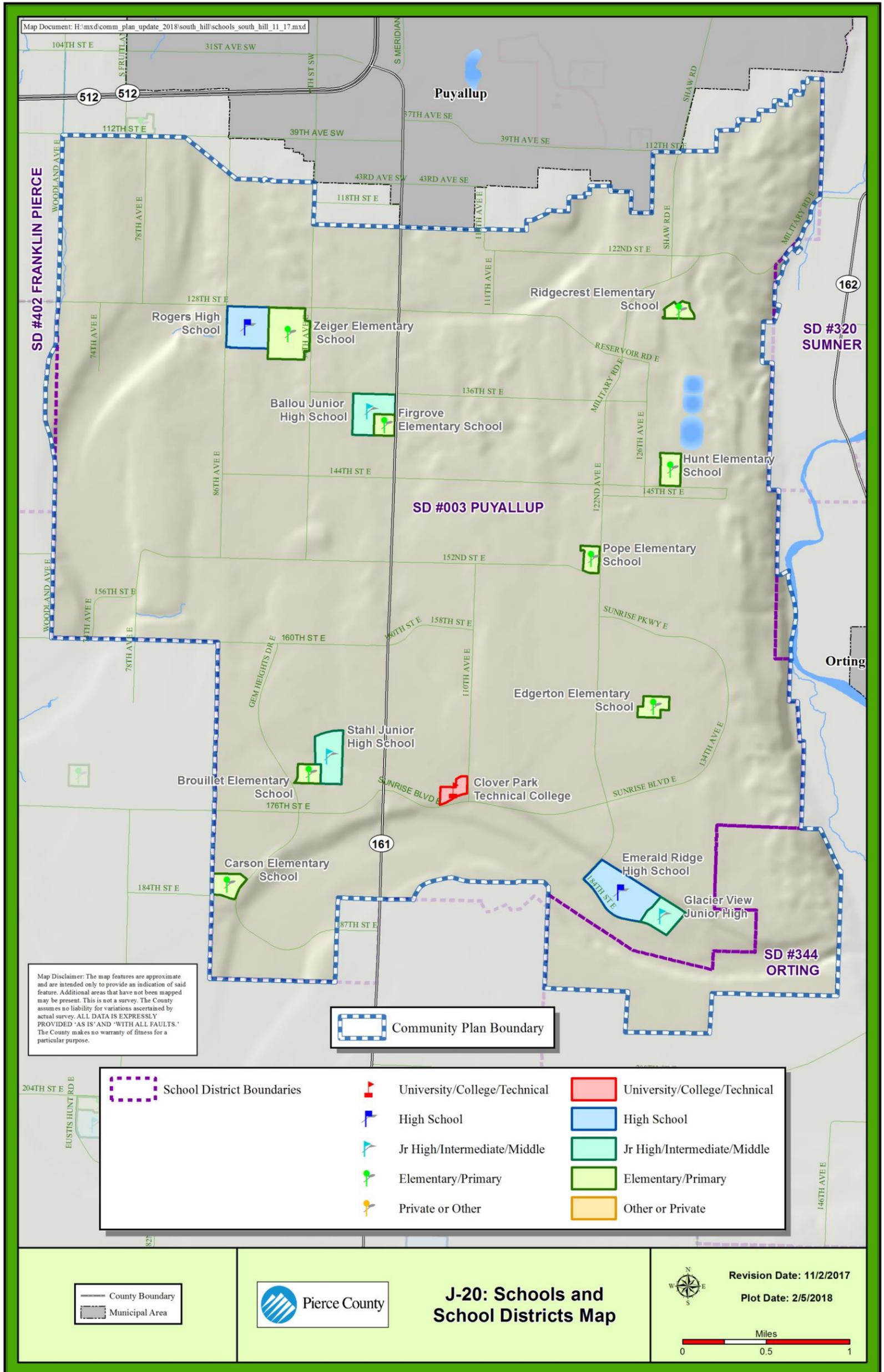
Parks

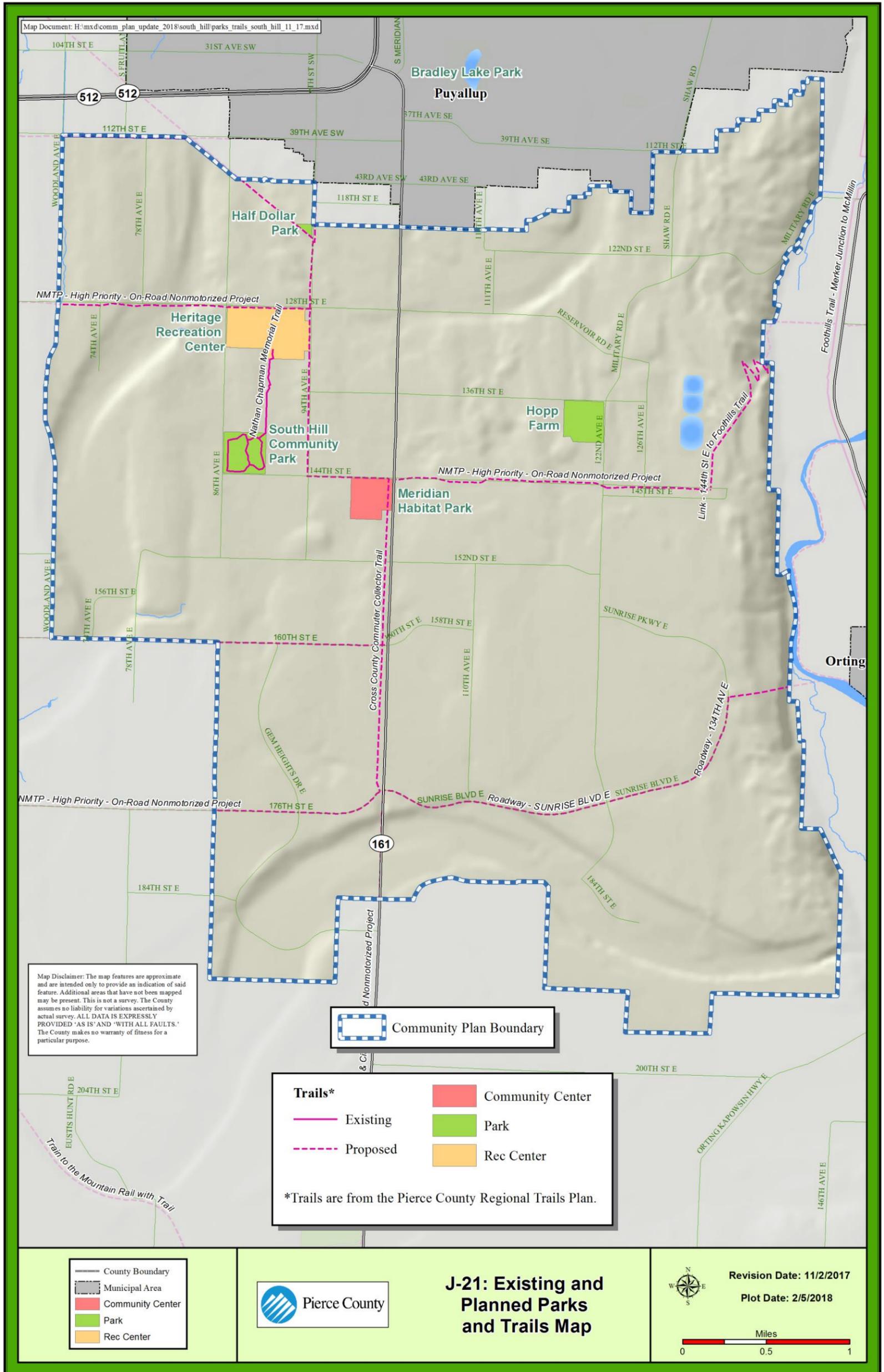
2. Develop an internal process that facilitates private land donation opportunities. (Parks)











Chapter 7: Transportation Element

INTRODUCTION

Improvements to the transportation system need to efficiently facilitate the existing and projected automobile traffic. The policies in this element strive to safely connect roadways, bike lanes, and trails to residential neighborhoods, schools, parks, community services and commercial areas. Plan policies and action steps prioritize:

- Sidewalk connections from schools to surrounding neighborhoods;
- Sidewalk connections extending from one subdivision to another in a continuous fashion;
- Sidewalk and bicycle connections from residential areas to commercial areas; and,
- Pedestrian and bicycle facilities within commercial centers so the auto is not the only mode of travel.

Despite the economic downturn during the last decade, the South Hill Community Plan area has experienced significant residential and commercial construction and resulting traffic growth. Pierce County has implemented numerous improvements to the road system over this period to accommodate travelers using both motorized and active transportation modes (bicycling, walking, and skating), but keeping pace with growth is challenging.

Emerging transportation needs are especially evident east of SR-161, where large residential developments are occurring. Particularly sharp increases in traffic have occurred on the Shaw Road East/Military Road East/122nd Avenue East corridor. Expansion of existing north-south routes and key roadway extensions are a major focus of future investment.

Despite rapid land use growth and increasing congestion, modes of travel have changed very little. US Census data shows that between 75% and 80% of Pierce County commuters drove alone to work in 2010, which is very similar to the levels in 1990. These levels are likely to remain about the same in the near future unless residents significantly alter their travel behavior and large investments in transit and active transportation facilities occur in the plan area. A major focus of future transportation investments will be to construct sidewalks, trails, and bike lanes within and connecting the Centers and Corridors in the Plan area.

MAJOR DIRECTIONS

Improvements to the transportation system need to efficiently facilitate the existing and projected automobile traffic. The policies in this element strive to safely connect roadways, bike lanes, and trails to residential neighborhoods, schools, parks, community services and commercial areas, while facilitating traffic flow with improvements to existing roadways and construction of key road connections. Plan policies and action steps prioritize:

- Sidewalk connections from schools to surrounding neighborhoods;
- Sidewalk connections extending from one subdivision to another in a continuous fashion;
- Sidewalk and bicycle connections from residential areas to commercial areas; and,
- Pedestrian and bicycle facilities within commercial Centers and Corridors so the auto is not the only feasible mode of travel; and
- Improvements to north-south capacity and connectivity for all modes of travel, focusing on 86th Avenue East, 94th Avenue East, and the Shaw Road East, Military Road East, 122nd Avenue East corridor.

ROADWAYS

The existing roadway network within the South Hill Community Plan area contains approximately 145.136 miles of County roads and approximately 3.5 about 4 miles of state-jurisdictional highway (Meridian Avenue East).

Pierce County employs a functional classification system representing a hierarchy of roadways ranging from those serving trips between and within the larger activity and population centers (Major Arterials) to those providing circulation and access to the residential neighborhoods (Local



Roads). Of the 145.136 miles of County roadway in South Hill, there are approximately 7.5 miles of major arterials, 18.22 miles of secondary arterials, 39.21 miles of collector arterials, and 81.88 miles of local roadways. The County's roadway design guidelines uses the functional classification system to specify design features. Roadway Classifications are shown in Map J-X.

Pierce County has completed many transportation projects in the unincorporated area since the initial adoption of the South Hill Community Plan in 2003. Most notable have been the widening of 94th Avenue East and 176th Street East to five lanes. There have also been numerous intersection improvements to add traffic signals and turn lanes, most notably on 86th Avenue East, 122nd Avenue East, Military Road East, and Woodland Avenue East.

Significant residential and commercial development has occurred in South Hill since the adoption of the community plan, resulting in large traffic increases. Pierce County regularly collects traffic counts on arterial roadways. North-south roadways have experienced the highest rates of traffic increase. The sharpest growth has been on the Shaw Road East, Military Road East, 122nd Avenue East corridor, where increases on most segments have been in the 70%-100% range since adoption of the community plan.

The description and analysis of the County’s roadway functional classification system strongly suggests a need for additional roadway capacity and connections. The absence of higher functionally classified roadways to move traffic north/south combined has contributed to congestion not only on SR-161 in the state roadway, but also has delayed operations on County roads. In applying a methodology now being developed as part of the County’s traffic impact fee system, only one roadway within the community plan area, 94th Avenue E, is currently listed as being deficient in its ability to carry traffic. The adopted Pierce County Comprehensive Plan documents current and future roadway conditions. If no only assumed improvements were made to the current roadway network, by 2030~~25~~, a number of roadways would be deficient within the South Hill area, inclusive of:

- 94th Avenue East, from 144th Street East to 1316th Street East,
- 160th Street East – various sections between Canyon Road East to Meridian Ave East,
- ~~176th Street East throughout the South Hill area,~~
- 122nd Ave East/Military Rd East/ Shaw Rd East – various sections, and
- Old Military Road East.

Addition of travel lanes are proposed in the South Hill project recommendations for all of these roadways that are expected to be deficient in the future. In addition, the plan includes extensions of 78th Avenue East, 86th Avenue East, and 92nd/94th Avenue East to provide new through routes to shift traffic off of heavily congested corridors.

The “deficiency” method cited here may be perceived by many as a conservative measure for determining the adequacy of roadways. For example, this method may not identify those traffic issues associated with intersections.

MERIDIAN AVENUE E STATE HIGHWAY SYSTEM

The State Route (SR) 512 freeway runs east-west just north of the plan area and serves as the primary route for long distance travel. SR-161 (Meridian Avenue East) is the only state facility within the South Hill plan area and also carries the most heavily traveled roadway traffic of any facility in the area. This ~~4~~ four to five~~5~~-lane arterial now carries more than 432,000 vehicles per day (vpd) north of 128th Street East. The Washington State Department of Transportation indicates that from 1995 to 2000 that traffic volumes on Meridian Ave E from 176th St E to 128th St E increased at an average rate of 2.84% per year. WSDOT has projected that based on this growth rate, that traffic on Meridian Ave E in 2020 could be as high as 61,000 vpd. Based on either the state or the Pierce County’s method for determining roadway level of service or roadway deficiencies, Meridian Avenue East in the more northern section has exceeded its capacity or may be classified as having exceeded its deficiency threshold throughout the South Hill Community Plan area.

In January 1997, WSDOT released the findings and recommendations of the *Route Development Plan, State Route 161- 234th Street East to King County Line*. This project, which analyzed

Meridian Avenue East conditions and operations, addressed a wide range of roadway circulation issues.

The Route Development Plan did not recommend additional through lanes between 176th Street East and 128th St East. While recognizing the need for additional carrying capacity in this area, the study cited that widening the roadway would necessitate high right-of-way acquisition costs and business displacement. The study also noted that widening the roadway in this section could conceivably increase congestion north of 128th Street East. While widening the mainline of Meridian was not proposed, other measures to increase mobility and move traffic were proposed as part of this study. The study's fundamental recommendations included:

- Additional lanes on SR-161 from 234th Street East to 176th Street East
- Provide access controls from 176th Street East to 128th Street East
- Consolidate driveway approaches
- Replace two-way left-turn lanes with raised medians
- Encourage alternative transportation modes
- Frontage or back road access to parcels along SR-161
- Support increase capacity of road network adjacent to SR-161
- Coordinate and optimize signals
- Increase transit services
- Construct park and ride lots

The widening of SR-161 to five lanes between 234th Street East and 176th Street East was completed shortly after adoption of the original South Hill Community Plan. There have also been intersection improvements and sidewalk additions on some sections north of 176th Street East. Other than that, the recommendations listed above have generally not been completed. The policies in this plan contain numerous recommendations for multimodal improvements to SR-161.

PROGRAMMED IMPROVEMENTS ON MERIDIAN AVENUE E

WSDOT has a number of projects programmed for implementation on Meridian Ave E. Among the more notable are described below:

176th St E to 128th St E: A \$9.2 million dollar project would provide sidewalks, street illumination, improved/interconnected traffic signals, additional turn lanes at intersections, and street trees. Engineering work for this project is funded; however, right of way funds have been deferred.

204th St E to 176th St E: This project would widen Meridian Ave E within these limits to five lanes. The total project cost for this project is \$13.3 million.

234th St E to 204th St E: This project would also widen Meridian Ave E within these limits to five lanes. Engineering and right of way work has been completed.

COUNTY ROADWAY DEFICIENCIES

The description and analysis of the County's roadway functional classification system strongly suggests a need for additional roadway connections. The absence of higher functionally classified roadways to move traffic north/south combined has contributed to congestion not only in the state roadway, but also has delayed operations on County roads. In applying a methodology now being developed as part of the County's traffic impact fee system, only one roadway within the community plan area, 94th Avenue E, is currently listed as being deficient in its ability to carry traffic. If no improvements were made to the current roadway network by 2025, a number of roadways would be deficient within the South Hill area, inclusive of:

- 94th Ave East, from 144th St E to 116th St E,
- 160th St E various sections between Canyon Road E to Meridian Ave E,
- 176th Street East throughout the South Hill area, 122nd Ave E/Military Rd E/ Shaw Rd E, and
- Old Military Road

The "deficiency" method cited here may be perceived by many as a conservative measure for determining the adequacy of roadways. For example, this method may not identify those traffic issues associated with intersections.

NON-MOTORIZED ACTIVE TRANSPORTATION

Trails, sidewalks, bike lanes, and roadway shoulders are used for travel by bicyclists, pedestrians, skateboarders, and other active transportation modes. The South Hill Community Plan area currently has very few trails. The only notable paved trails are the Nathan Chapman Trail and South Hill Loop, within and connecting the Heritage Recreation Center and South Hill Community Park properties. These trails were constructed after adoption of the community plan.

The County roadway system in the plan area includes approximately 77 miles of sidewalks. Sidewalks are found on both arterial and residential roadways. An increase in sidewalk miles in recent years has been a result of both public expenditures and investment by private developers. Pierce County routinely includes sidewalks when widening roadways or constructing new roads. A recent example are the sidewalks that were added to 94th Avenue East as part of a widening project. The County also requires land developers to include sidewalks on roadways within their sites and County roads that front their property.

Depending on the roadway, bicycling occurs on shoulders, sidewalks, and within travel lanes. Historically, the County road system was primarily developed without wide paved shoulders. In the past few decades, road construction has resulted in an increasing number of paved shoulders. The practice of providing facilities for active transportation is reinforced by the County Council's adoption of a Complete Streets Ordinance in 2014 (Ordinance No. 2014-44s), which directs the County to provide and require the implementation of facilities for all users on newly constructed and reconstructed roads. The South Hill policies and projects reflect the community's desire to construct transportation facilities for all modes.

TRANSIT

Pierce Transit provides transit service in the study area. Route 402 provides daily service between South Hill and Graham via SR 161 (Meridian Ave). Routes 400, 410, and 413 also serve the South Hill Mall Transit Center, providing service between South Hill and Puyallup, Midland, and downtown Tacoma on SR 161.

Pierce Transit Route 402 is the only route that serves the plan area. Route 402 provides weekday service along SR-161 from 176th Street East to Federal Way. Notable stops include the South Hill Mall Transit Center, Washington State Fairgrounds, and the Puyallup Sounder Train Station.

The South Hill Mall Transit Center and South Hill Park and Ride lot are in close proximity to each other within the City of Puyallup, just north of the plan area. The Transit Center is served by three Pierce Transit routes and one Sound Transit express bus route. Pierce Transit Route 4 connects the Puyallup Campus of Pierce College with the Lakewood Transit Center, primarily using 112th Street East. Pierce Transit Route 425 uses a variety of streets, connecting the South Hill Transit Center to the Washington State Fairgrounds, Puyallup Sounder station, shopping districts, and various medical facilities including Good Samaritan Hospital. Pierce Transit Route 400 also travels to downtown Puyallup and the Sounder station, continuing on to the Tacoma Dome station and downtown Tacoma. Sound Transit Route 580 is an express bus that travels between the Lakewood Sounder Station, South Hill Park and Ride lot (SR-512 at 9th Street SW), Washington State Fairgrounds, and the Puyallup Sounder Station.

The Sound Transit 3 (ST3) package approved by voters in 2016 includes increased express bus service to the South Hill Mall area. Pierce Transit adopted a long range plan in 2016 called Destination 2040. This plan has a number of scenarios for future growth, some of which include increased bus frequencies on SR-161, service from South Hill to Frederickson via 176th Street East, and bus service along 122nd Avenue East. Additional funding would be required for these service additions. The policies in this plan recommend transit service on a number of roadways.

TRANSPORTATION POLICIES

TRANSIT FACILITIES AND SERVICES

- GOAL SH T-1** Encourage transit agencies to develop public transportation as a viable alternative to the automobile to reduce roadway congestion, maintain air quality, conserve energy resources, and support the economic vitality of the community.
- SH T-1.1** Provide fixed route and/or demand responsive transit services between the centers of the South Hill area and regional major regional destinations. These services should be coordinated between Pierce Transit and Sound Transit fixed bus route and commuter rail services.

- SH T-1.1.1** Carpools and vanpools should have preferential parking at the Puyallup Sounder Station.
- SH T-1.1.2** Identify locations and construct park and rides facilities for buses that connect to regional transit centers.
- SH T-1.1.3** Consider potential park and ride facilities at:
 - SH T-1.1.3.1** Landfill property,
 - SH T-1.1.3.2** Thun Field, and
 - SH T-1.1.3.3** Sunrise Village.
- SH T-1.2** ~~Transit services should serve a number of areas and roadways including~~ Highest priority should be placed on transit that serves the following areas and roadways:
 - SH T-1.2.1** SR-161 (Meridian Avenue East);
 - SH T-1.2.2** 122nd Avenue East/Military Road East/Shaw Road East;
 - SH T-1.2.3** 112th Street East;
 - SH T-1.2.4** 176th Street East; and
 - SH T-1.2.5** Sunrise Parkway East/Sunrise Boulevard East.
- SH T-1.3** Secondary priority should be placed on transit that serves the following areas and roadways:
 - SH T-1.3.1** 70th Avenue East /Woodland Avenue East;
 - SH T-1.3.2** 86th Avenue East;
 - SH T-1.3.3** 94th Avenue East;
 - ~~**SH T-1.3.4** Meridian Avenue East;~~
 - ~~**SH T-1.3.5** 122nd Avenue/Military Road East/Shaw Road East;~~
 - ~~**SH T-1.3.6** 112th Street East;~~
 - SH T-1.3.7** 122nd Street East;
 - SH T-1.3.8** 128th Street East;
 - SH T-1.3.9** 136th Street East;
 - SH T-1.3.10** 144th Street East;
 - SH T-1.3.11** 152nd Street; and
 - SH T-1.3.12** 160th Street East.
 - ~~**SH T-1.3.13** 176th Street East; and~~
 - ~~**SH T-1.3.14** Sunrise Parkway East/Sunrise Boulevard East.~~
- SH T-1.4** Increase transit frequency on all routes

- SH T-1.5** The State should investigate the possibility of high capacity transit and preference for high occupancy vehicles along the Meridian Avenue East corridor should be investigated.
- ~~**SH T-1.6** The State should pursue the potential of adding additional through lanes on Meridian Avenue East from 176th Street East to 112 Street East.~~
- SH T-1.7** Work with homeowners' associations, colleges, businesses, and other community groups to encourage participation in vanpool programs.
- SH T-1.8** The State, Pierce Transit, Sound Transit, and Pierce County should coordinate the selection of park and ride sites.
 - SH T-1.8.1** A site should be considered for the southern boundary of the community plan area at 176th Street East and Meridian Avenue East.
 - SH T-1.8.2** Location of a new park-and-ride lot should be considered at Thun Field, Sunrise Village, and/or the Hidden Valley Transfer Station.
- SH T-1.9** Expand existing park-and-ride lots throughout the plan area.

ROADS

- GOAL SH T-2** Develop a roadway network that balances the regional mobility needs with the local access needs of the community.
 - SH T-2.1** The highest priority roadway capacity projects should address the north/south corridors, while the next highest capacity projects should reflect those projects that provide access to the east/west corridors.
 - SH T-2.1.1** Place particular emphasis on improvements to the Shaw Road East/Military Road East/122nd Avenue East corridor, including encouraging the City of Puyallup to upgrade the section from 39th Avenue SE to East Pioneer.
- GOAL SH T-3** Develop and implement plans and regulations that will create additional connectivity between neighborhoods with a particular focus on connectivity within the Centers and Corridors.
 - SH T-3.1** Develop regulations that require new subdivisions to be designed in a manner that maximizes opportunities for connectivity.
 - SH T-3.2** Review the roadway and nonmotorized facilities connectivity needs created by new development and require the construction of the facilities that meet these needs, with particular emphasis on the following: -
 - SH T-3.2.1** Bus pull-outs and lighted pedestrian crossings on roads with high speeds and sufficient turnout; and
 - SH T-3.2.2** Crosswalks near and around schools.

GOAL SH T-4 Geographically distribute roadway capacity improvements through the larger Pierce County neighborhood.

SH T-4.1 The highest priority corridor improvement projects should circulate traffic around rather than through the South Hill area.

SH T-4.1.1 Support specific projects that would help to achieve this such as the implementation of the Canyon Road East corridor improvements (inclusive of the north and south extension), Meridian Avenue East Improvements to accommodate improved transit service, the widening of 176th Street E., development of the Shaw Road Avenue East./Military Road East./122nd Avenue East. corridor, and the development of the Cross Base Highway and increase north-south connections including 94th Avenue East.

~~**SH T-4.2** Orient new residential areas away from proposed and existing new major and secondary arterial roadways.~~

GOAL SH T-5 Implement planned roadway improvements that may play a role in the evacuation of the City of Orting residents in the event of a natural disaster.

SH T-5.1 Construct the planned 176th Street East extension to the City of Orting.

~~NONMOTORIZED FACILITIES~~ ACTIVE TRANSPORTATION FACILITIES

GOAL SH T-6 Plan, program and construct nonmotorized active transportation facilities throughout the South Hill community.

SH T-6.1 Priority shall be given to providing safe, well-lit pathways within a one-mile radius of schools.

SH T-6.2 Bike facilities, pedestrian pathways between developments, and access to transit and school bus services, where appropriate, should be provided along roadways such as:

SH T-6.2.1 70th Avenue East /Woodland Avenue East;

SH T-6.2.2 86th Avenue East;

SH T-6.2.3 94th Avenue East;

SH T-6.2.4 Meridian Avenue East;

SH T-6.2.5 122d Avenue East/Military Road East/Shaw Road East;

SH T-6.2.6 112th Street East;

SH T-6.2.7 122nd Street East;

SH T-6.2.8 128th Street East;

SH T-6.2.9 136th Street East;

SH T-6.2.10 144th Street East;

- SH T-6.2.11 152nd Street East;
 - SH T-6.2.12 160th Street East;
 - SH T-6.2.13 176th Street East; and
 - SH T-6.2.14 Sunrise Parkway East/Sunrise Boulevard East.
- SH T-6.3 All new subdivisions, planned development districts, and multifamily developments along arterials shall provide pedestrian facilities within the development and along the arterial and connecting to adjacent developments.
- SH T-6.4 All new commercial developments shall provide sidewalks or pedestrian connections between businesses and a sidewalk along the frontage road.
- SH T-6.5 Pedestrian facilities and bicycle facilities that are required should be built when new road corridors or road widening projects occur, including neighborhood connectors.
- SH T-6.6 Neighborhoods within Centers and Corridors should incorporate pedestrian and bicycle paths connecting to the corridors for access to transit and services.

MERIDIAN AVENUE EAST

- GOAL SH T-7 Complete improvements to Meridian Avenue East that support the desired land use pattern and allow the corridor to be more pedestrian accessible while still conveying regional transportation.
- SH T-7.1 Improve the Meridian Avenue East corridor by providing nonmotorized facilities, transit services and facilities, and access management strategies.
 - SH T-7.2 ~~Focus County, state, and local citizens' efforts to improve Meridian Avenue.~~
 - SH T-7.3 Encourage the Washington State Legislature to prioritize roadway improvements to Meridian Avenue East that support the community plan goals and further define centers and districts.
 - ~~SH T-7.4 To prioritize improvements on Meridian Avenue East, WSDOT should:~~
 - ~~SH T-7.4.1 Establish a committee of citizens, business owners, Pierce Transit, County staff, and WSDOT staff to identify needed improvements and potential funding sources;~~
 - ~~SH T-7.4.2 Adopt a corridor management plan that details the planned improvements; and~~
 - ~~SH T-7.4.3 Propose revisions to state transportation programs and/or budgets to ensure improvements are implemented.~~
 - SH T-7.5 WSDOT, Pierce Transit, the County, and the community shall coordinate state, regional, and local plans for Meridian Avenue East.

GOAL SH T-8 Connect commercial development along Meridian Avenue East with the larger community around it, becoming integrated into a total destination where people can participate even when they are not shopping.

SH T-8.1 Encourage Meridian Avenue East development that considers pedestrian use and the retrofitting of existing land.

SH T-8.1.1 Require existing strip malls and commercial development along Meridian Avenue East to provide access to adjacent property when improvements are made to the existing business.

~~**SH T-8.1.2** Develop model site plans that demonstrate techniques to retrofit existing commercial strip malls.~~

SH T-8.1.3 Structure zoning along Meridian Avenue East to encourage denser forms of development that can be reached by multiple access modes.

SH T-8.1.4 Allow diverse land uses along Meridian Avenue East in ways that encourage walking and discourage driving for short trips and errands.

SH T-8.2 Connect new plats, subdivisions, multifamily complexes, and manufactured home parks to schools, parks, other subdivisions, neighborhoods, and the rest of the community. Connectivity must be improved and provided throughout the community. Citizens, and children in particular, must have the ability to move from one location to another in a safe, efficient manner. Neighborhoods must be connected to schools and shopping districts.

SH T-8.2.1 Connections between new developments and existing neighborhoods shall be provided via sidewalks, bicycle paths, trails, or roads.

SH T-8.2.2 The County should actively explore opportunities to connect existing subdivisions and neighborhoods with surrounding subdivisions and the larger community. Connections should be included in transportation programming where possible.

SH T-8.2.3 New subdivisions, new multifamily complexes, and new manufactured home parks that are adjacent to a nonmotorized route within the Pierce County Transportation Element shall provide direct access to the route.

SH T-8.2.4 Allow nonmotorized connections through wetland buffers and other sensitive areas where road connections cannot occur.

SH T-8.2.5 Connectivity between new residential subdivisions shall be provided between abutting parcels having subdivision potential where there are no unreasonable geographic, environmental, or legal barriers.

SH T-8.2.5.1 Roadway connectivity should be implemented through construction of carefully planned road stub-outs that consider the level of projected traffic volumes, address possible impacts of increased traffic on subdivision residents, and review how the connection locations may affect plat design and the developable land in each affected subdivision.

- SH T-8.2.5.2** Roadway connectivity should be accomplished through the design and connection of local road feeders or local road minors, rather than cul-de-sacs. Local road feeders are recommended for safely accommodating the projected traffic volumes while minimizing impacts of this through traffic to those residing in the subdivision prior to the connection. Local road minors may be utilized for connectivity of small subdivisions under low volume, low speed situations.
- SH T-8.2.6** New developments located adjacent to or containing a project included in the Pierce County Transportation Plan or Six-Year Transportation Improvement Program should be planned and designed to accommodate the projected improvement, such as:
 - SH T-8.2.6.1** Dedicating or setting aside right-of-way for the project;
 - SH T-8.2.6.2** Providing appropriate location and design of development access; and
 - SH T-8.2.6.3** Incorporating portions of the proposed improvement within the development when appropriate.
- SH T-8.2.7** Through-roads shall be provided on major arterials, when feasible, to increase connectivity for the community. Arterial street connections are preferable with connections via local roadways appropriate to fill gaps in the system.
- SH T-8.2.8** Cul-de-sacs or deadend roads should be allowed when critical areas inhibit the possibility of a through-road. When a cul-de-sac or dead-end road is allowed, it should be designed as a loop or circular road design with a private open space, recreational, or artistic area in the center. There shall be provision of adequate emergency access in the cul-de-sac design.
- SH T-8.2.9** When roadways are built to new apartment projects, the developer should dedicate right-of-way for future connections.
- SH T-8.2.10**
- SH T-8.3** Integrate transportation and land use along Meridian Avenue East.
 - SH T-8.3.1** Pedestrian ~~rest islands or median breaks~~ refuge islands should be provided along Meridian Avenue East.
 - SH T-8.3.2** Control access through the use of medians and curbs with few breaks. Provide vehicular and pedestrian circulation between businesses within a block.
 - SH T-8.3.3** Plan for traffic volume and capacity to accommodate the needs of both through and destination traffic.
 - SH T-8.3.4** Transportation solutions must be scaled to the specific nature of Meridian Avenue East, and the districts located along ~~the avenue~~ it, and balanced to serve multiple needs and multiple markets.
 - SH T-8.3.5** Require shared parking among uses.

SH T-8.3.6 Street-scale lighting shall be placed in center medians while pedestrian-scale lighting shall be placed along sidewalks.

TRANSPORTATION SYSTEM MANAGEMENT

GOAL SH T-9 Monitor the South Hill transportation roadway network for potential applications of transportation system management (TSM) strategies (TSM).

SH T-9.1 Monitor the need and apply where appropriate such TSM strategies such as:

SH T-9.1.1 Signal interconnect systems, signal coordination and synchronization, transit signal priority, and other signal improvements to facilitate smooth traffic flow;

SH T-9.1.2 Turn lanes and turn pockets to allow turning vehicles to move out of through traffic lanes; and

SH T-9.1.3 Off-street truck loading facilities, where appropriate, to separate goods loading/unloading from goods and people movement, and provide for the efficient movement of goods and traffic.

COORDINATION

GOAL SH T-10 The County, state, Pierce Transit, and utility companies shall coordinate their respective projects on a particular roadway to minimize traffic disruption.

SH T-10.1 When scheduling and permitting construction activities, Pierce County Planning and Public Works should minimize delays on alternate roadways that are within close proximity of one another.

COMMUNITY AND NEIGHBORHOOD CONNECTIVITY

GOAL SH T-11 Pierce County shall evaluate all publicly-owned land and rights-of-way to determine pedestrian linkage opportunities.

SH T-11.1 The County shall provide regulatory measures for new development to implement the road projects and priorities identified in the transportation portion of the Transportation Element.

SH T-11.2 The County shall investigate alternate means to prevent future development from encroaching on the potential right-of-way of future roadway projects require right-of-way dedication where needs exist for new development.

SH T-11.3 Require developments generating more than 50 pm peak hour trips to have a minimum of two points accessing different public roadways. Consideration should be given in those circumstances where this standard cannot be met.

GOAL SH T-12 Ensure traffic flow is safe for pedestrians and cyclists.

SH T-12.1 The County, after designating a crosswalk location, should consider differentiating the major, secondary, and collector arterials crosswalks from the street through the use of brick pavers, stamped concrete, or other visual and physical means.

SH T-12.2 Work with the County Public Works department to Pierce County Planning and Public Works allow on-street parking on its roadways.

PRIORITIZED ROAD IMPROVEMENTS

The 2018 Community Plan Update has identified road segments that are recommended as the highest priority for implementation and funding. The following policies highlight this prioritization and request for funding through the County’s Capital Facilities Program (CFP). A complete list of Community Plan area priority transportation projects can be found [LINK HERE](#).

GOAL FR T-1 The highest priority road improvements are north/south corridors that provide parallel circulation to Meridian Avenue East.

FR T-1.1 The following road projects are the highest priority of the South Community for funding and improvement in order of highest to lowest priority:

FR T-1.1.1 94th Avenue East from 136th Street East to 160th Street East – Turn lanes, shoulders, pedestrian and bicycle facilities and road connection from 152nd Avenue East to 160th Avenue East with sidewalks and paved shoulders.

FR T-1.1.2 Shaw Road East/Military Road East/122nd Avenue East – Road widening, curb gutter and sidewalk, bicycle facilities and intersection improvements.

FR T-1.1.3 86th Avenue East from 152nd Street East to 176th Street East – Construction of mission sections, turn lanes, curb, gutter and sidewalks and appropriate bicycle facilities.

GOAL FR T-2 The next highest priority road improvements are east west corridors that provide circulation to the main arterials of Canyon Road East and Meridian Avenue East.

FR T-2.1 The following road projects are the highest priority of the South Community for funding and improvement in order of highest to lowest priority:

FR T-2.1.1 144th Street East from 86th Avenue East to 122nd Avenue East – Two lane roadway with sidewalk and possible center turn lane.

FR T-2.1.2 128th Street East from Woodland Avenue East to SR-161 – Reconstruct to road and drainage design standards, add turn lanes and pedestrian and bicycle facilities.

FR T-2.1.3 160th Street East from 58th Avenue East to Woodland Avenue East – Add turn pockets and center turn lanes

IMPLEMENTING ACTIONS

The following is a list of actions that need to be completed in order to implement the policies contained within this plan. They are arranged according to the timeframe within which each should be completed: short, medium, or long term. Short-term actions should occur within one year of plan adoption update. Mid-term actions should be completed within 2-5 years. Long-term actions should be completed within 5-10 years of plan adoption update. The parties responsible for leading the effort to complete the action item are listed in parenthesis following the action. Actions are assigned to the South Hill Advisory Commission (SHAC), Pierce County Planning and Land Services Public Works (PPWALS), Pierce County Economic Development (ED), Pierce County Parks and Recreation (Parks), Pierce County Public Works (PW), Airport Advisory Committee (AAC), Thun Field Advisory Commission (TFAC), and Tacoma-Pierce County Health Department (TPCHD).

SHORT TERM ACTIONS

Transportation

1. Amend parking requirements for parks where adjacent to school sites. (PPWALS)
2. Develop and implement measures for traffic calming and speed control facilities to be utilized to increase safety. Consider revising road design standards or functional classifications in order to implement traffic calming measures. (SHAC, PPWALS, PW)
3. Revise the transportation concurrency method to reflect the congestion on the roadway network and relate to the methodology of the traffic impact fee program. (PWU, PPWALS)
4. Augment each school district's effort to identify, program, and implement improved nonmotorized connections to their local schools. Review the existing and future needs for improving existing connections between the schools and neighborhoods using such information as the individual School Walk Route Plan. Develop strategies for implementing such connections. (PWU, PPWALS)
5. Amend the Pierce County Transportation Plan projects and 6-year Transportation Improvement Plan to reflect the projects and priorities of the South Hill Community Plan. (PPWALS, PW)
6. Develop and adopt incentive-based regulations that provide for density incentives in exchange for a public benefit, such as dedication of rights-of-way, to help achieve the goals of the community plan. (PPWALS, PW)

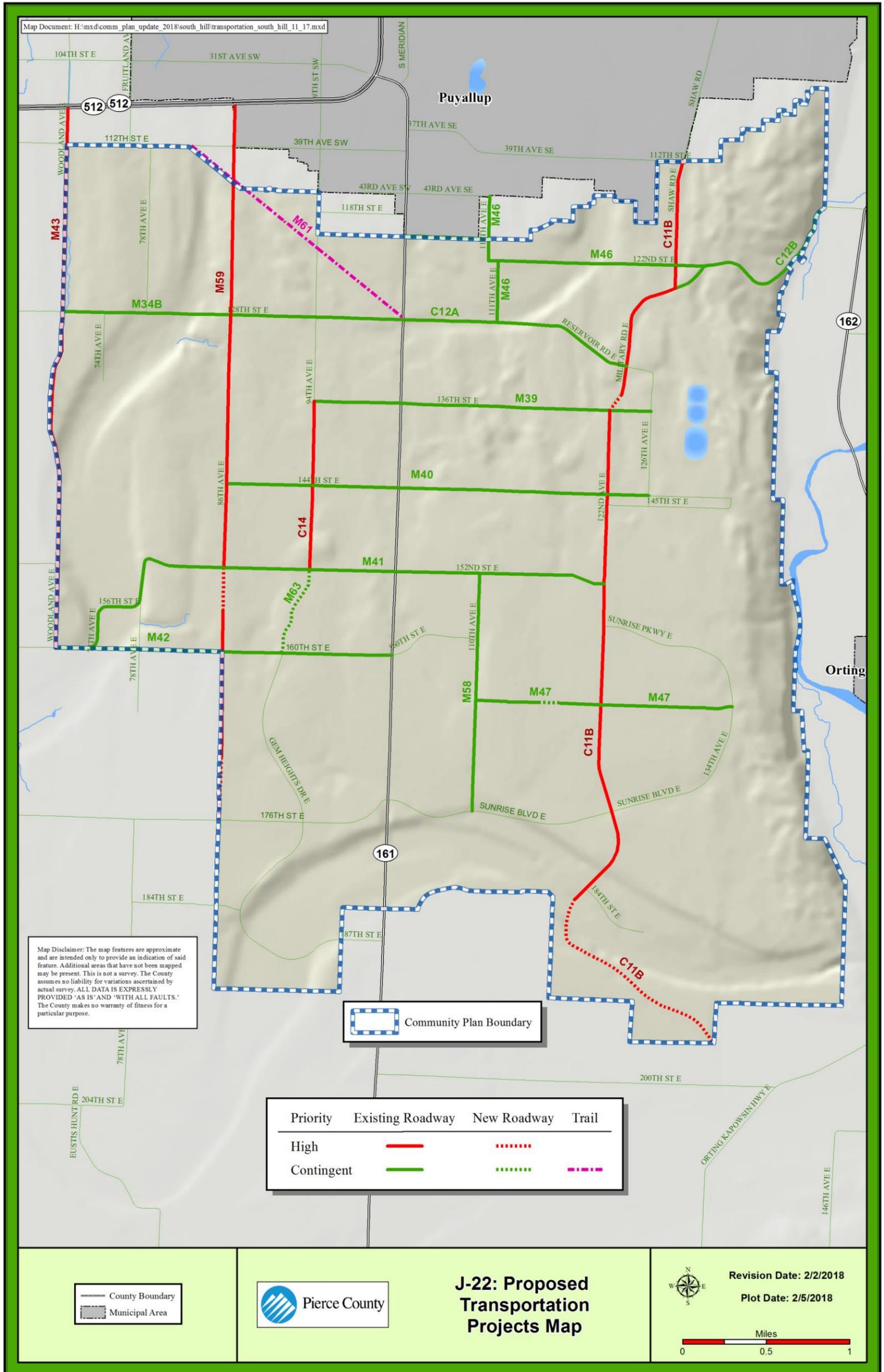
MID-TERM ACTIONS

Transportation

1. Assess the demand and operational feasibility for fixed route and demand responsive transit services in the South Hill area and to the outlying areas. Services for these areas should be implemented if they are operationally viable and aid in the reduction of traffic congestion in the South Hill area. The assessment should include the following roadways: (Pierce Transit, Sound Transit)
 - 70th Avenue East /Woodland Avenue East
 - 86th Avenue East
 - 94th Avenue East
 - Meridian Avenue East
 - 122d Avenue East /Military Road East/Shaw Road East
 - 112th Street East
 - 122nd Street East
 - 128th Street East
 - 136th Street East
 - 144th Street East
 - 152nd Street East
 - 160th Street East
 - 176th Street East
 - Sunrise Parkway East/Sunrise Boulevard East
2. Assess the need, benefits, costs, and implementation strategies for providing significant capital and operational improvements on and along Meridian Avenue East inclusive of the addition of through lanes on Meridian Avenue East from 176th Street East to 112th Street East and the implementation of access management strategies. WSDOT should develop and prioritize these strategies by:
 - establishing a committee of citizens, business owners, County staff and WSDOT staff to identify needed improvements and potential funding sources;
 - adopting a Corridor Management Plan or EIS that details the planned improvements; and
 - proposing revisions to state transportation programs and/or budgets to ensure improvements are implemented. (WSDOT, PPW)
3. Site, coordinate, and implement the selection of one or more park and ride sites that will serve the South Hill area. A site should be considered near the southern boundary of the community plan area such as 176th Street East and Meridian Avenue East. (WSDOT, Pierce Transit, Pierce County)
4. Establish a system by which South Hill residents will be informed of road projects that may disrupt traffic in the area. (Public Works PPW, SHAC, Pierce Transit WSDOT)
5. Coordinate roadway and utility related construction activities in order to minimize the delays on alternative roadways within close proximity of one another. (PPW)
6. Develop a neighborhood speed control program by:

- Approving a budget to develop and implement the program.
 - Hiring staff to produce administrative procedures to evaluate and prioritize options for interested neighborhoods; and
 - Considering the use of speed control methods inclusive of bulb outs, traffic circles, and speed humps. (PPW)
7. Implement the nonmotorized plan by including priority projects in the 6-year Transportation Improvement Plan. Investigate and implement methods to fund the comprehensive system. (PPW)
 8. Coordinate with local school districts to identify and prioritize designated walking routes to school. (SHAC, PPW)
 9. Coordinate roadway and utility related construction activities in order to minimize the delays on alternative roadways within close proximity of one another. (PPW)

LONG TERM ACTIONS



Chapter 8: Historical Background

HISTORY OF SOUTH HILL

EARLY HISTORY THROUGH THE 1900s

Native Americans utilized the area, evidenced by the Ancient Klickitat Trail or Cowlitz Trail that connects eastern Washington with the areas west of the mountains. This trail passed through the community somewhere along Old Military Road. Native Americans who used this trail included the Puyallup, Steilacoom, Nisqually, and Muckleshoot peoples from the west side of the mountains, as well as the Yakima from the east of the mountains. The trail was utilized for hundreds of years by Native Americans to engage in trade, pursuit of game, travel, and communication.



When Euro-Americans were exploring and establishing trading posts and forts in the 1840s, the Naches Pass Trail was shared by Euro-Americans and Native Americans in the movement of people, as well as horses and cattle. The Naches Pass Trail was utilized by one of the first wagon train immigrants (Naches Pass immigrant group or Longmire Party of 1853) in order to take a short cut from the Oregon Trail to the Puget Sound area over the Cascade Mountains. In the 1850s, Euro-American pioneers began to push for development of the Naches Pass Trail as an inland road connecting Fort Steilacoom and Puget Sound to Fort Walla Walla on the eastern side of the Cascade Mountains for settlement and commerce. Later, Snoqualmie Pass was favored over Naches Pass as the main movement corridor for military and commercial purposes and for future plans for a railroad route. Consequently, the Naches Pass Road remained in primitive conditions. In the meantime, the Naches Pass Road continued to be used by wagon train immigrants who settled in the Puget Sound area and by cattlemen who brought their animal stock from the east side of the mountains to markets in Puget Sound.

From the 1860s through the 1880s, the road was repaired and maintained through cattlemen's efforts and governmental funding, including Pierce and Thurston counties and Olympia. In the 1870s, the Naches Pass Road was called Upper Puyallup to Steilacoom County Road. Only segments of this historic road remain in the area, including in Snoqualmie National Forest and South Hill. A portion of the original Naches Pass Road was incorporated into the present-day Old Military Road. The original Naches Pass Road was one of the earliest roads in the State of Washington. Recently, seven plaques have been placed in South Hill at various locations along

the original Naches Pass Road and Old Military Road to commemorate the significant history of this early road.

Although there were some donation land claimants in the vicinity in the 1850s, there was none inside the South Hill Community Plan area. But by the 1860s and 1870s, a few settlements of homesteads appeared in the South Hill community. The community was still largely forested, except those areas cleared by Euro-American settlers. Most settlers in the community engaged in the logging trade and agriculture. In addition to working in the hops industry, they also engaged in subsistence farming on their own lands.

Three Euro-American settlers' properties are shown in the 1872 survey map of the South Hill area. They were William Woolderhold (Section 8, Township 19N, Range 4E), Charles Miller (Section 16, Township 19N, Range 4E), and Anton Drumblar (Section 16, Township 19N, Range 4E). It is speculated that the total population living in South Hill was under fifty in the late 1860s through the early 1870s. By contrast, more people settled in Puyallup which was platted in 1877. The population of Puyallup was 750 in 1878.

Hops became a very popular cash crop in the Puyallup Valley starting in the 1870s through the 1880's. Around this period, some in the South Hill community began to cultivate hops as well. Others engaged in diversified farming including pigs, rabbits, berries, dairy, and vegetables. Hops cultivation began to decline due to devastation from an epidemic of plant lice in 1891. A diverse berry crop replaced hops after the turn of the century and included strawberries, raspberries, and blueberries.

In the 1870s, the arrival of railroads to Tacoma and the spur lines extending to the outer communities benefited the area greatly. The discovery of coal deposits in Wilkeson drove construction of lines for the Northern Pacific Railroad; the railroad transported agricultural products, logs and other timber products, and coal products. The railroad reached Puyallup around 1880, and by the 1920's, it was served by several railroads--the Northern Pacific; Great Northern; Union Pacific; the Chicago, Milwaukee, and St. Paul; the Interurban Rail; and a short line to Tacoma. These provided the area's farmers with a vital transport link to local and world markets for their produce of hops, berries, and daffodils throughout subsequent decades. Railroad spur lines came through the South Hill community, including the areas near the present day Hidden Valley and the area of 120th Avenue and 120th Street of the then Brew Logging Company's land to transport timber resources. No tracks remain in South Hill.

By the late 1880s, the population in South Hill increased to a level where it was necessary for the local people to request development of roads. In 1888, approximately 90 property owners in South Hill petitioned the Pierce County Board of Commissioners for the development of the street which became known as Meridian Avenue. Among the petitioners was Carl Muhler who cultivated hops on his farm. Behind road development petitions was the need to transport the hops crop to the market more easily. During this period, it is speculated the total population in South Hill was between 300 and 400 people.

The first independent school district in South Hill was established in 1895 near 136th Street East and Meridian Avenue East. Firgrove School, originally Patzner School, began on 2.5 acres purchased from the Northern Pacific Railroad for \$25. Like many one-room schools of the time,

it accommodated children in grades 1 through 8. The school joined the Puyallup School District in June 1950 as the seventh elementary school in the district. Presently, enrollment at Firgrove tops 550 students. Woodland and Puyallup Heights Schools were also early schools that served the community, but they are now located outside of the South Hill community. Public schools continue to serve as centers for community life.

THE EARLY 1900S THROUGH THE EARLY 1950S

South Hill remained rural throughout the early 1900s to the early 1950s. There were scattered residents on farms or wooded lots. Timber operations by companies such as Weyerhaeuser or individual timber land owners were carried out in South Hill. A variety of income-supplementing farms in the community included rabbits, chickens, mink, dairy, vegetables, and holly trees.

Meridian Avenue East was the main access road to reach Puyallup, Graham, and Eatonville. Until the 1940s, Meridian Avenue East was a "farm-to-market" road. It was paved in the northbound direction in order to minimize the damage to the farmers' produce while transporting it to the market. The southbound road was an eight-foot-wide lane of gravel and mud that went to Eatonville.

McMillan Reservoir was built in South Hill in the early 1910s. It was a municipal water storage facility for the City of Tacoma. It stores water from the White River to be transported through two underground aqueducts in South Hill to Tacoma to be utilized as part of the City's water supply.

Bonneville Electric Power transmission lines were constructed to run diagonally across South Hill in the 1940s, as was a natural gas pipeline.

The Summit-Woodland-Collins Fire Department, the first fire district (Pierce County Fire District #9) in South Hill, was formed in 1948. In the beginning, it was staffed by 18 volunteer firefighters and was located at Airport Way (present-day 112th Street East) and Canyon Road East.

Many old timers in South Hill and the surrounding community fondly remember Willows Corner located at Meridian Avenue East and 112th Street East. It was originally the Kupfer Homestead of more than 240 acres. In the 1920s, the intersection of 112th Street East and Meridian Avenue East had a gas station and grocery stores and became the community's commercial center. The Willows Dance Hall was added later near one of the grocery stores. The dance hall was a popular place in the prohibition era of the 1930s and drew couples from all over the Pierce County area. It was called a destination resort in some advertisements. The dance hall later burned to the ground. In 1973, Willows Shopping Center was built at Willows Corner, followed by the South Hill Shopping Center. Today, the old Willows Corner is a part of the City of Puyallup.

In 1944, several businessmen from Puyallup purchased approximately 250 acres of an old logging camp located northeast of the present-day Frederickson community and immediately east of Meridian Avenue East (SR-161), and established an airport with a 4,700 foot runway. At

that time, it was the longest non-military airstrip in the area. In 1949, John Thun purchased the airport and began operating a flying instruction business. With the additional purchase of land, the airport expanded to nearly 500 acres in 1967. Eventually after two additional ownership changes, approximately 150 acres of area including the airport and surrounding area were sold to Pierce County in 1979 and renamed Pierce County Airport-Thun Field. The airport is still owned and operated by Pierce County.

In 1948, the community was still relatively small, considering the fact that less than one bus load of senior high school students from South Hill went to Puyallup High School.

The community grew during this period as more people moved further south, densifying the area from the Puyallup vicinity toward Graham and Orting. Farms were subdivided to make way for residential developments. More roads were developed in the area meeting local community needs.

THE LATE 1950S THROUGH THE EARLY 1970S

South Hill's population began to increase dramatically with the beginning of the development of SR-512 in 1956 and its completion in 1972. This east-west connection made travel relatively easy from residential locations in South Hill to major employment and commercial centers on I-5, SR-7 (Pacific Avenue East), and SR-161 (Meridian Avenue East). It provided the community with crucial connections to urban centers in nearly every direction. South Hill, as a suburban bedroom community, began to take shape in earnest during this period.

Approximately 7,000 people are estimated to have lived in South Hill in the early 1970s. Major real estate speculation began during this period. Many individuals with properties would short plat their properties, taking advantage of the rapid appreciation of land prices. Large tracts of land began to be purchased by real estate interests to be developed into residential and commercial developments.

THE MID-1970S THROUGH THE 1990S

Development activities in South Hill accelerated during the mid 1970s through the 1990s. The main thoroughfare of Meridian Avenue East (SR-161) became intensely developed as a continuous strip of commercial developments. South Hill Mall, as a regional shopping center, opened in the 1980s, drawing customers from all over the Puget Sound region.

In the late 1970s, the growth rate of South Hill equaled or exceeded those in major urbanized areas such as University Place, Lakewood, and Gig Harbor. Some of the major impacts from fast growth were evidenced in the traffic congestion on Meridian Avenue East and severe drainage problems in pockets of South Hill from runoff in the surrounding developments. It was not unusual for developers to subdivide large tracts of land into hundreds or thousands of residential lots.

Puyallup Raceway Park near Thun Field was closed down in the 1970s partly due to community opposition protesting the noise and other impacts from the auto race track.

Major subdivisions or planned developments such as Gem Heights and Rainier Terrace, later renamed to Sunrise, came into existence during the 1980s. The Gem Heights development included approximately 2,000 housing units; the Sunrise development included approximately 4,200 residential dwelling units in its build-out scenario, and has been proceeding in phases. At the completion of Sunrise, the residents projected to live in the development would comprise more than 30% of the population growth of 10,260 households projected for the South Hill census tract. Overall, residential developments intensified near the commercial strips and further out in South Hill, bringing the population to approximately 20,000 by the end of the 1980s.

The annexation issue came to a head in the early 1980s to address infrastructure improvements including sewers, water, roads, surface water drainage, and police protection. Ultimately, the commercial strip along Meridian Avenue East and the area south of 39th Avenue SW were annexed into the City of Puyallup. At times, the residents surrounding the commercial area opposed annexation and remained in Pierce County, fearing higher taxes, requirements to hook up to sewers, higher utility costs, and duplication of government.

The community is currently attempting to address the long-standing central issue of how to manage impacts from rapid growth through planning efforts mandated by the Washington State Growth Management Act. The population in the South Hill community is now estimated at approximately 56,300 people.

PLANNING HISTORY

COUNTY PLANNING

1962 PIERCE COUNTY COMPREHENSIVE PLAN AND ZONING

The first Pierce County Comprehensive Land Use Plan and the Pierce County Zoning Code were adopted in 1962. Zoning districts were established that dictated the appropriate location for commercial business and residential homes. However, the Plan did not offer much protection from incompatible uses and did not recognize the unique individuality of communities.

In 1992, some areas of South Hill were rezoned from General to the Suburban Agriculture zone (Ordinance 90-123S). The Suburban Agriculture zone was more restrictive than the General zone.

1994 PIERCE COUNTY COMPREHENSIVE PLAN

The Growth Management Act (GMA) was passed by the Washington State Legislature in 1990. It required Pierce County to update its existing Comprehensive Plan and Development Regulations in a manner that would control residential, commercial, and industrial growth.

In 1991, Interim Growth Management Policies were adopted as a transition between the 1962 Comprehensive Plan and the more complex plan developed under the Growth Management Act. In 1992, the County-Wide Planning Policies were adopted. The policies provided the

framework and process by which Pierce County and the cities and towns within the County would establish urban growth areas, provide infrastructure and services, and preserve agricultural and natural resource lands.

In 1994, Pierce County adopted the 1994 Pierce County Comprehensive Plan which replaced the 1962 Pierce County Comprehensive Plan in its entirety. The Plan established population projections, urban growth areas, and rural areas. The implementing Development Regulations-Zoning became effective in July 1995.

COMMUNITY PLANNING

The Community Plans Element of the Pierce County Comprehensive Plan envisioned a local voice in how the Comprehensive Plan and its Development Regulations will be carried out in communities. It indicates specific land use designations, appropriate densities, and the design standards that should apply in community planning areas. Preserving and building community character while ensuring an efficient and predictable development approval process is a central theme.

Although the Growth Management Act does not require comprehensive plans to provide for community plans, Pierce County Ordinance 90-47S directed County officials to prepare a community plans element of the Comprehensive Plan. The majority of unincorporated County population reside in community plan areas. Community plans must be consistent with the Comprehensive Plan and the GMA.

LEGISLATIVE AUTHORITY TO DEVELOP THE PLAN

In the Community Plans Element of the Pierce County Comprehensive Plan, South Hill was identified as a community that would receive a community plan. In August 1999, the Pierce County Council directed the Department of Planning and Land Services to initiate a community plan for the South Hill community through Resolution R99-66S. The process for developing the South Hill Community Plan began with the formation of a Community Planning Board (CPB). The Board was comprised of business owners, residents, and organizations consisting of a broad range of interests. The County Council modified the boundaries of the South Hill Community Plan with Ordinance 2001-21s. The modification excluded Canyon Road and the area known as Summit View and ensured all of the Sunrise development was included in the plan.

Chapter 9: Plan Monitoring

PURPOSE

The 1990 State Growth Management Act (GMA) requires jurisdictions planning under GMA to report on progress made in implementing the Act, and to subject their comprehensive plans to continuing evaluation and review. As part of the County's Comprehensive Plan, the South Hill Community Plan is subject to this requirement. One mechanism for conducting this evaluation and review is to monitor the development standards, regulations, actions, and other programs called for in the plan for the purpose of determining their effectiveness in fulfilling the vision of each of the six elements of the plan.

The Washington State Growth Management Act (RCW 36.70A), enacted in 1990, requires all counties with a population of 50,000 or more with a high rate of population growth to designate urban growth areas (UGAs). The Act requires that these UGAs be of sufficient size to accommodate the anticipated population growth during the 20-year period following the adoption of the UGA. In accordance with the Act, the Pierce County Council has adopted UGAs for Pierce County and its incorporated cities and towns. Pierce County completes a Buildable Lands report, which includes capacity analysis and land development trends monitored over a five year period. The latest Pierce County Buildable Lands report was published in 2014.

While the Buildable Lands report monitors the effectiveness of land use policies related to where growth and development will take place, additional plan elements should be monitored for effectiveness through other means. This monitoring should result in updates to the plan to ensure the community's vision for their area is realized. Information obtained from the monitoring program will be used to offer recommendations to decision makers as to what changes the community plan may need in order to attain specified goals and meet the visions in the plan.

In addition to regular monitoring, a comprehensive community plan update is necessary at least every fifteen years to ensure that the vision identified in the community plan remains consistent with the community's goals as the community changes over time.

HOW TO MEASURE THE EFFECTS OF STANDARDS

The South Hill Community Plan identifies actions that need to be implemented to meet its vision, goals, objectives, principles, and standards. Monitoring evaluates the effectiveness of the actions in fulfilling the plan policies. The monitoring program outlined here includes several steps which are intended to identify actions taken, the ease with which they can be used, and whether the actions actually meet the objectives they were intended to achieve.

To do this, the monitoring program is divided into five steps: Actions, Inputs, Process, Outputs, and Outcomes. Each of the steps and the responsible participant are discussed briefly here.

PHASE 1 – ACTIONS:

Phase 1 monitoring would consist largely of reviewing the policies and standards stated in the plan and identifying all the actions that need to be undertaken to be consistent with the plan. The actions should be grouped according to the objectives they are intended to meet. PPW staff and the South Hill Advisory Commission (SHAC) would be the primary participants in this activity.

PHASE 2 - INPUTS:

Phase 2 monitoring would determine whether actions called for in the plan have actually been undertaken and completed. PPW staff would evaluate if regulations and design standards have been adopted. Review to determine if other actions have been completed and could be done by the SHAC or other County departments.

PHASE 3 - PROCESS:

Phase 3 monitoring would evaluate whether an action is straightforward, understandable, or easy to use. In the case of regulations and design standards, those persons who have submitted permit applications requiring compliance with the regulations and design standards would need to be involved in the evaluation. The Pierce County Hearing Examiner and the SHAC, which review such applications, as well as PPW staff, would need to be included in the monitoring. PPW staff would coordinate the monitoring and could conduct interviews or distribute questionnaires to persons who have submitted or reviewed permit applications subject to the regulation being monitored.

PHASE 4 - OUTPUTS:

Phase 4 monitoring would determine whether the action has been carried out as stated in the plan. For example, monitoring would determine whether a regulation or design standard has been complied with and identify reasons for any noncompliance. In regard to non-regulatory activities, monitoring would determine whether the objectives of the activity have been met. Participants would include residents, property owners, the SHAC, and PPW staff.

PHASE 5 - OUTCOMES:

Phase 5 monitoring would evaluate the extent to which each action results in the desired effect on the community. The primary participants are the residents and property owners in the plan area. Assistance would be provided by the SHAC and PPW staff. PPW staff would assist in organizing public meetings, preparing and distributing questionnaires, and using other means to gather this information.

TIMELINE

It is anticipated that the South Hill Community Plan will take a substantial period of time to be implemented. There are a number of actions that can be accomplished within a short timeframe, some will take much longer, and others will involve ongoing actions with no specific completion date. It is important that monitoring be done on a continuing basis with specific actions monitored at different times.

In regard to monitoring the development and implementation of regulations and design standards, it would be appropriate for monitoring to be phased over time as the five phases outlined above are accomplished. Phase 1 would begin almost immediately upon the plan adoption. Phase 2 would take place within two years following the plan adoption. This would provide adequate time for the County Council to adopt implementing regulations called for in the plan. Phases 3, 4, and 5 would occur within two to three years following completion of Phase 2. This would allow time for the regulations to be applied to a number of development projects. Phase 3 analysis of how understandable the regulations are, and the ease to which they can be applied, would then be based on the application of the regulations to those projects developed within that time period. Phases 4 and 5 monitoring would be done simultaneously with Phase 3 monitoring. The total time for initial monitoring for Phases 1 through 5 would be about five years. As changes are made to regulations and design standards, the monitoring cycle would need to be repeated to address the changes.

Other actions that do not involve the implementation of regulations or design standards would be monitored on a similar timetable. Phase 1 and Phase 2 would occur within two years of adoption of the plan, while Phase 3, 4, and 5 monitoring would occur within five years of plan adoption.

As amendments are made to the plan, monitoring would need to continue to determine how effective the changes are in carrying out the goals in the plan. In addition, it would be appropriate to continue monitoring all actions in the plan every five years to evaluate whether the actions continue over time to effectively carry out those goals.

DOCUMENTATION

A review of baseline information is necessary to effectively monitor whether the goals of the South Hill Community Plan are being met. Information regarding community attitudes, visual characteristics of the community, community services, infrastructure, business climate, land uses, permitting activity, and other community characteristics would be evaluated.

As each phase of monitoring is completed, a report should be prepared by PPW staff which identifies the action being monitored, the specific purpose of the monitoring, methods used in monitoring, data collected, analysis of the data, and recommendations for further action. The report should be submitted to the SHAC for review and comment and to the County Council for its consideration.

RECOMMENDATIONS FOR FURTHER ACTION

In addition to determining the effectiveness of the plan in fulfilling the goals of the community, a key component to monitoring would be the recommendations for further action. These recommendations should clearly identify the specific goals being addressed, how the recommended action corrects a deficiency in the plan, how the recommended action will contribute to fulfilling the goal in question, and a timeline for completing the proposed action.

Chapter 10: Supplemental Data

POPULATION AND HOUSING

Table J-18: Population and Housing Growth 2000-2010

	2000	2010	2015	Growth (2000-2015)	Percent Growth	Annual Growth Rate
Population	35,500	50,888	53,224	17,724	49.9%	3.3%
Households	12,229	17,383	18,153	5,924	48.4%	3.2%
Housing Units	12,726	18,453	19,424	6,698	52.6%	3.5%
Persons Per Household	2.90	2.92	2.93			

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2015 and 2020. Esri converted Census 2000 data into 2010 geography. Esri estimated block group data, which is used to estimate polygons or non-standard geography.

Table J-19: Housing Occupancy

	Number of Housing Units			Percent of Total		
	2000	2010	2015	2000	2010	2015
Owner Occupied	9,367	12,807	12,995	73.6%	69.4%	66.9%
Renter Occupied	2,863	4,576	5,167	22.5%	24.8%	26.6%
Vacant	496	1,070	1,262	3.9%	5.8%	6.5%

Source: U.S. Census Bureau, Census 2010 Summary File 1. Esri forecasts for 2015 and 2020. Esri converted Census 2000 data into 2010 geography. Esri estimated block group data, which is used to estimate polygons or non-standard geography.

Table J-20: 2016 Land Uses

	Land Use	Acreage	% of Plan Area	Total Parcels
Residential	Single-Family	4,922.87	45.94%	14,774
	Duplex	238.36	2.22%	706
	Triplex	4.93	0.05%	9
	Fourplex	58.53	0.55%	556
	Multifamily	153.97	1.44%	545
	Group Homes	0	0%	0
	Mobile Homes	243.08	2.27%	355
	Mobile Home Parks	228.06	2.13%	223
	Nursing/Retirement Homes	9.55	0.08%	2
	RESIDENTIAL-TOTAL	5,859.35	54.68%	17,170
Civic	Public Facilities	44.51	0.42%	7
	Quasi-Public	0	0%	0
	Religious Assembly	73.91	0.69%	18
	Health Services	0	0%	0
	Education K-12	314.75	2.94%	21
	Education Higher	9.97	0.09%	1
	Transportation	228.70	2.13%	73
	Communication	0	0%	0
	Utilities	299.74	2.80%	201
	Recreation	57.04	0.53%	23
CIVIC-TOTAL	1,028.62	9.60%	344	
Commercial	Offices	53.36	0.50%	74
	Eating/Drinking	19.68	0.18%	25
	Entertainment	5.22	0.05%	1
	Lodging	0	0%	0
	Automotive Service	21.21	0.20%	22
	Other Services	69.8	0.65%	24
	Food Retail	13.33	0.12%	8
	Automotive Retail	14.47	0.14%	10

	Land Use	Acreege	% of Plan Area	Total Parcels
	Bldg. Material, Hardware	0	0%	0
	Furniture, Home Furnishings	0	0%	0
	Apparel and Accessories	1.14	0.01%	2
	Other Retail	42.8	0.40%	54
	Wholesale Trade	0	0%	0
	Shopping Centers	150.15	1.40%	44
	COMMERCIAL-TOTAL	391.16	3.65%	264
Industrial	Construction Services	39.72	0.37%	9
	Industrial Services and Repair	0	0%	0
	Warehousing	27.33	0.25%	90
	Manufacturing/Assembly	1.83	0.02%	1
	Other Industrial	2.32	0.02%	1
	INDUSTRIAL-TOTAL	71.2	0.66%	101
Resource	Mineral Extraction	47.34	0.44%	4
	Forestry	44.89	0.42%	3
	Agriculture	15.93	0.15%	4
	RESOURCE-TOTAL	108.16	1.01%	11
Vacant/Other	Vacant	2,680.87	25.02%	1,086
	Open Space	425.97	3.98%	120
	Other Out Bldgs.	148.64	1.39%	68
	Unidentified Land Use	1.53	0.01%	359
	OTHER-TOTAL	3257.01	30.40%	1,633
	TOTAL	10,715.50	100.00%	19,523

Source: Pierce County Assessor-Treasurer Tax Parcel Data accessed February 2016

Table J-21: Comparison of Land Use by Category (2003-2016)

Land Use Category	2003 Acres	2016 Acres	Change	2003 Lots	2016 Lots	Change	Avg. Lot Size 2003	Avg. Lot Size 2016
Residential	5,097.19	5,859.35	762.16	11,473	17,170	5,697	0.44	0.34
Civic	955.83	1,028.62	72.79	337	344	7	2.84	2.99
Commercial	235.54	391.16	155.62	142	264	122	1.66	1.48
Industrial	99.54	71.2	-28.34	28	101	73	3.56	0.70

Land Use Category	2003 Acres	2016 Acres	Change	2003 Lots	2016 Lots	Change	Avg. Lot Size 2003	Avg. Lot Size 2016
Resource	377.57	108.16	-269.41	30	11	-19	12.59	9.83
Vacant	3,610.36	2,680.87	-929.49	1,408	1,086	-322	2.56	2.47
Open Space	78.63	425.97	347.34	22	120	98	3.57	3.55
Other	143.93	148.64	4.71	42	68	26	3.43	2.19
Unidentified	427.21	1.53	-425.68	142	359	217	3.01	0.00
TOTAL	11,025.81	10,715.50	-310.31	13,624	19,523	5,899	0.81	0.55

Source: Pierce County Assessor-Treasurer Tax Parcel Data accessed 2003 and 2016

South Hill Community Plan Transportation Project Recommendations - Version 3/12/2018

Map ID #	Road	Limits	Proposed Improvement	Estimated Cost (Planning Level)	Priority	Category
Highest Priority North/South Projects						
C14	94th Avenue E	136th St E to 152nd St E	Turn lanes, shoulders, pedestrian, bicycle facilities and additional lanes	\$18,000,000	Highest	Widening, Operational, Nonmotorized
M63	94 Ave E Nonmotorized Connection	152 St E to Gem Heights Dr E	Develop nonmotorized facility to provide	\$10,000,000	Highest	New Road
C11B/M6	Shaw Road E/Military Rd E/122nd Avenue E	39th Ave E to Sunrise Parkway	Roadway widening, curb, gutter, sidewalks, bicycle facilities, intersection improvements	\$39,000,000	Highest	Widening, Operational, Nonmotorized
M59 (C16)	86th Ave E	176th St E to 152nd St E	Construction of "missing" sections, turn lanes, curb, gutter, sidewalks and appropriate bicycle facilities	\$27,000,000	Highest	New Road, Nonmotorized, Operational
Highest Priority East/West Projects						
M40	144th Street E	86th Avenue E to 122nd Avenue E	Two lane roadway with sidewalks and possible center turn lane	\$4,650,000	Highest	Operational, Nonmotorized
M34B	128th Street E	Woodland Ave E to SR 161	Reconstruct to road and drainage design standards; add turn lanes; and pedestrian and bicycle facilities	\$5,636,000	Highest	Safety, Operational, Nonmotorized
M42	160th Street E	58th Ave E to Woodland Ave E and 82nd Ave E to Gem Heights 2-3 lanes:	Add turn pockets and center turn lanes	\$26,000,000	Highest	Widening, Nonmotorized
				\$130,286,000		
C12B	122 Street E/Military Rd E	130 Av Ct E to SR 162	Widen to four lanes, pedestrian and bicycle facilities	\$40,000,000	Medium	Widening, Nonmotorized
M39	136th Street E	94th Avenue E to 122 Ave E	Roadway widening, channelization, curb, gutter, sidewalk, and bicycle facilities	\$3,739,000	Medium	Widening, Operational, Nonmotorized

M41	152nd Street E	160th St E/74th Ave E to 156th St E/78th Ave E to 122nd Ave E	Widen from 2 to 4 lanes, channelization, curb, gutter, bicycle facilities, and sidewalks	\$17,968,000	Medium	Widening, Operational, Nonmotorized
M43	Woodland Ave E	SR 512 to 160 St E	Provide center turn lane where appropriate, bicycle and pedestrian facilities, access management strategies	\$6,138,000	Medium	Operational, Nonmotorized
	122nd Street E	110 Ave E to Military Rd	Bring roadways and intersections to current standards. Provide appropriate bicycle facilities and sidewalks in areas	\$2,090,000	Medium	Operational, Nonmotorized
	111th St E	122 St E to 128 St E		\$700,000		
	110th Ave E	116 St E to 120 St E		\$7,000,000		
M47	164th St E	110th Ave E to Sunrise Blvd/134th Ave E	Convert to public thoroughfare, widen from 2 to 4 lanes, and provide bicycle and pedestrian facilities	\$3,758,000	Medium	New and Widened Road, Nonmotorized
M58	110 Ave E	152nd St E to Sunrise Blvd E	Roadway widening, from 2 to 4 lanes, and provide bicycle and pedestrian facilities	\$3,485,000	Medium	Widening, Nonmotorized

Total \$84,878,000

Nonmotorized

M61	Tacoma "Pipeline" Trail	City of Tacoma line to east of Meridian Ave E	Develop nonmotorized trail along utility easement	Not Estimated	High	New Trail
C12A	128th Street E	SR 161 (Meridian Ave E) to Military Rd E	Curb, gutter, sidewalks, pedestrian, and bicycle facilities	Not Estimated	High	Nonmotorized

Draft Community Plan text to address Incorporation/Annexation

The Growth Management Act and regional growth policies promote annexation or incorporation of County Urban Growth Areas (UGAs) over time. Cities and towns may only annex property that is located within their designated Urban Growth Areas.

Potential Annexation Areas (PAAs) are intended to serve as a foundation for future strategies to annex areas within the Urban Growth Area, if desired. PAAs do not obligate a jurisdiction to annex a particular area within a defined timeline.

The South Hill Community Plan area is not within a Potential Annexation Area; however, an area within a county that plans under the Growth Management Act may incorporate only if it lies within a designated Urban Growth Area per RCW 36.93.150(2) which the South Hill area is.

Pierce County has also adopted policies and a land use overlay allowing for Potential Incorporation Areas (PIAs) as a tool to indicate that an area would like to work toward incorporation in the future and includes developing an economic viability required by state law. Likewise, PIAs do not obligate a jurisdiction to incorporate within a defined timeline.

The South Hill Community Plan is part of the community's efforts to develop the economic viability, population, and other characteristics that support an economically beneficial community and, if in the future, citizens determine the interest to move forward...

If the Community Plan area residents or County Council determines that it is in the best public interest, it must initiate a fair process to analyze the feasibility of the proposal. Every proposal for annexation/incorporation must include a "Plan for Services" that demonstrates the area can be served with basic services.

to qualify for incorporation since the community is not located within the PAA of a City or Town

ANNEXATION/INCORPORATION

GOAL FR LU-1 Designate the South Hill Community Plan area as a Potential Incorporation area.



South Hill Community Plan

Draft Plan - Major Changes



Presented by:
Jeffrey D. Mann, AICP, Senior Planner
Planning and Public Works
jmann@co.pierce.wa.us | (253) 798-2150

March 12, 2018



Update Status

2016

2017

2018

Introduction

Identify
Issues

Public Input

Progress
Report to
Council

Prepare
Draft Plan
Updates

Public
Outreach/
Review
Draft Plans

Adoption
Process





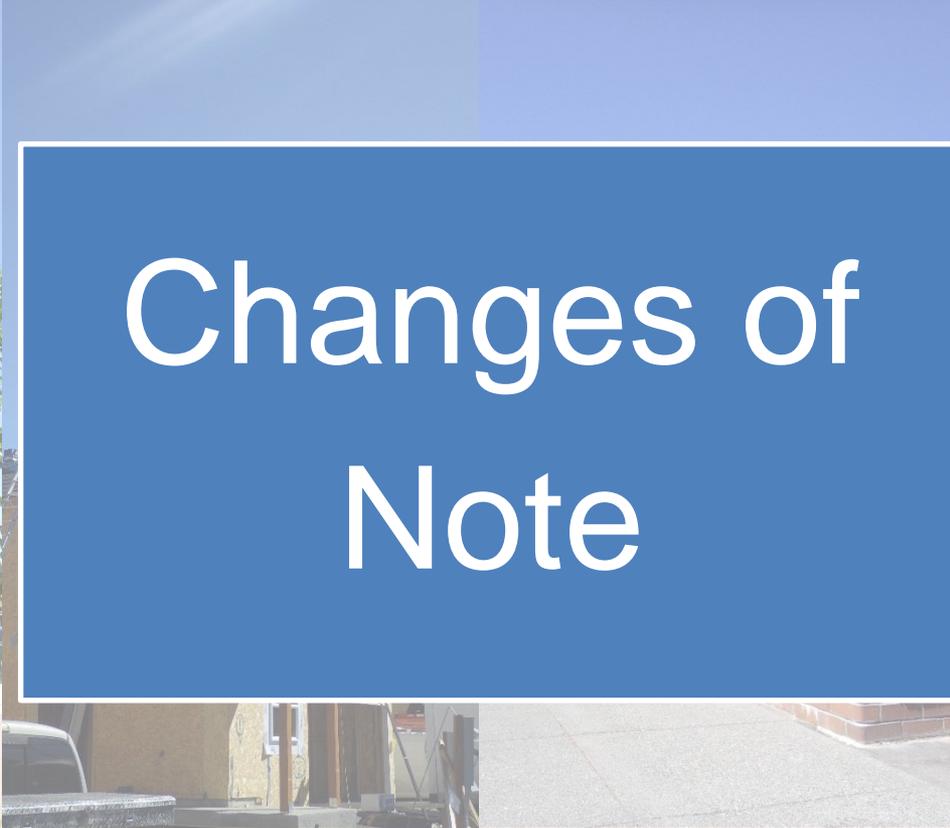
Plan Organization

Some chapter locations were reorganized to be consistent with other plans:

- Chapter 1: Historical background moved to Chapter 8 with minor changes for readability
- Chapter 2: Sections related to current conditions and desired conditions are combined and revised based on proposed zoning, adds updated demographic, housing and land use trends information
- Chapters 4 & 5 swapped to be consistent with other plans
- Chapter 6: Transportation-related elements from Chapter 6 now found in new Chapter 7



Changes of Note





Chapter 2: Land Use

- Demographics and land use trends data added
- Buildable lands data added
- New descriptions and policies related to Centers and Corridors and other new zones that have been implemented since adoption of the plan
- Removed zones no longer within the plan area (MUD)
- New HSF with attached single-family
- Text and policies on annexation/incorporation
- Implementing actions – some removed if completed or irrelevant. Consider adding more, as necessary



Chapter 3: Community Design and Character

- Design policies for Centers
- Provision for attached HSF
- Implementing actions – some removed if completed or irrelevant. Consider adding more, as necessary



Chapter 4: Economic Development

- New data about local businesses and labor force added
- New Industry and Employment Data
- Implementing actions – some removed if completed or irrelevant. Consider adding more, as necessary



Chapter 5: Environment

- New paragraphs with updates to Earth Resources, Water Resources, Wetlands, Groundwater, Fish and Wildlife Habitat, and Air Quality
- Move to sidebar boxes for general background information (Tree Retention, Hazards, and Wetlands)
- Implementing actions – some removed if completed or irrelevant. Consider adding more, as necessary



Chapter 6: Facilities and Services

- Updated background information for all facilities and service to reflect current conditions
- Move to sidebar boxes for general background information
- Updated policies reflecting current conditions and countywide regulations
- Implementing actions – some removed if completed or irrelevant. Consider adding more, as necessary



Chapter 7: Transportation

- New Text and Policies to prioritize north-south corridors for increased circulation parallel to Meridian Avenue East
- New transportation projects table included in Transportation Element of Comp. Plan – no longer in Community Plan
- Background updated to reflect current conditions
- Additional policies to support transit within Centers and Corridors and connections to regional transit centers
- Emphasize safe pedestrian and bicycle areas
- Implementing actions – some removed if completed or irrelevant. Consider adding more, as necessary



Chapter 8: Historic Background

- New chapter – section moved from Chapter 1 with minor changes for current conditions and readability



Chapter 9: Plan Monitoring

- Plan monitoring was not implemented with last version of community plan
- Revisions reflect a monitoring plan that is more likely to be attainable
- Make suggestions to revise, as needed



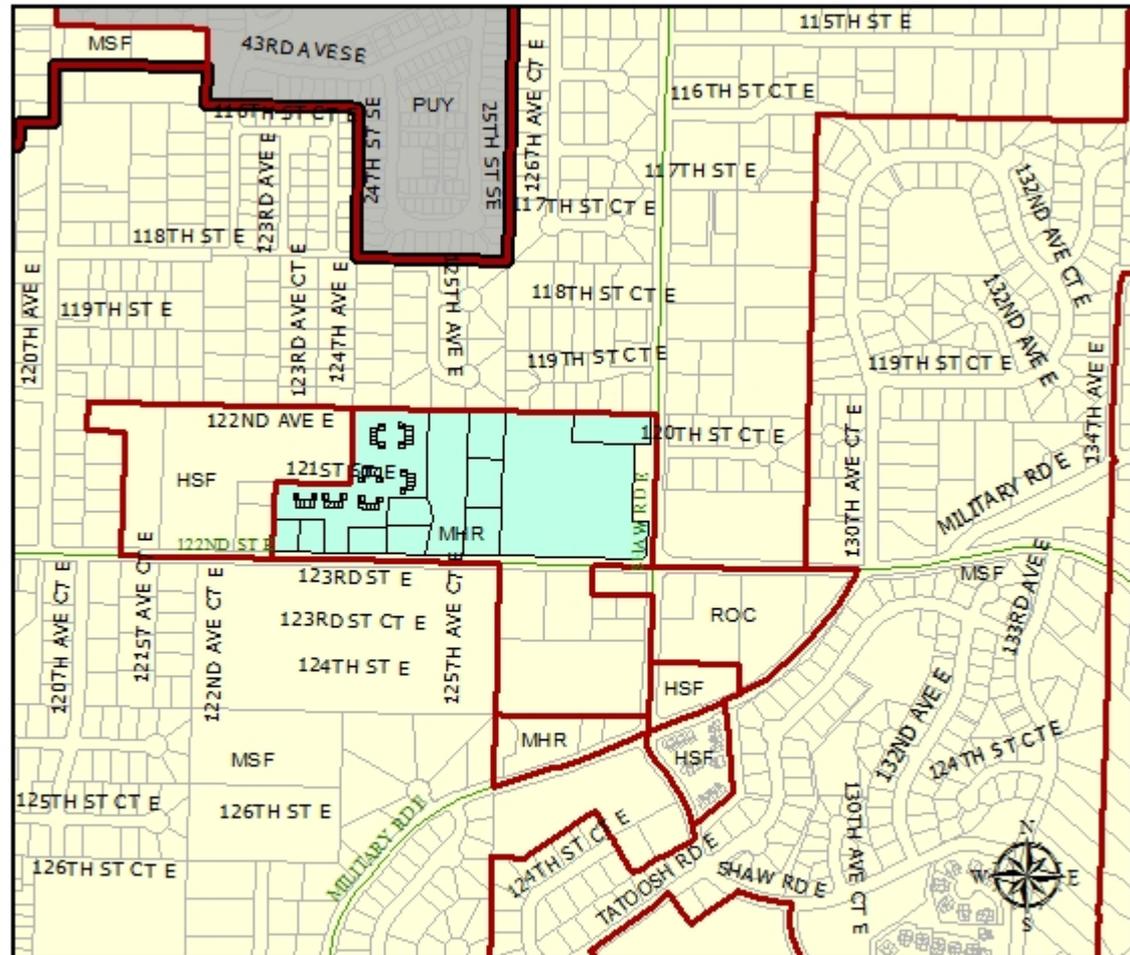
Chapter 10: Supplemental Data

- New chapter
- Detailed information about existing land uses



Additional Map Change

- 122nd Street East and Military Road East
- MHR to HSF (attached version)



**South Hill
#10 MHR to HSF**



Annexation/Incorporation Policy

The South Hill Community Plan is part of the community's efforts to develop the economic viability, population, and other characteristics that support an economically-beneficial community and, if in the future citizens determine the interest to move forward..._____.

GOAL FR-LU ____ ANNEXATION/INCORPORATION
Designate the South Hill Community Plan area as a _____ area.



Next Steps

- Study sessions to finalize draft plan
- Review draft development regulations
- Public open house
- Public meetings
- Final LUAC recommendation